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JUN 22 1923

MINUTES OF MEETING - June 22, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Friday, June 22, 1923. The meeting was called to order by Chairman Scott at 10:30 A. M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved. ✓

All members of the Commission reported having read carefully the minutes of the meetings of, April 3, 1923, April 4, 1923, April 5, 1923, April 11, 1923, April 13, 1923, April 17, 1923 April 24, 1923April 26, 1923, May 3, 1923, May 8, 1923, May 11, 1923, May 15, 1923, May 17, 1923, May 29, 1923 and June 5, 1923. and Mr. Stewart thereupon moved that all of the minutes, beginning with those of April 3, 1923, and including those of June 5, 1923, be approved by the State Highway Commission as mailed. This was seconded by Mr. Jelin and unanimously adopted.

Right of Way Route #16. ✓

Chairman Scott reported that in company with Right of Way Engineer Meeker, he had visited the proposed improvement between Bernardsville ~~Blesser's Corner~~ and Van Doren's Mills, on Route #16, Section #6A, to look over parcels of land needed for the state for right of way purposes. He reported that all of the property owners made reasonable requests for their property with the exception of William Childs Jr., and Nina Childs, where, in his opinion, excessive amounts have been asked. Commissioner Stewart moved that the report be received and that the Right of Way Department be instructed to secure appraisers in order that proper offers may be made to the owners of property on Route #16, Section #6A, and in the event of refusal, that condemnation proceedings may be instituted. This was seconded by Mr. Kidde and adopted.

Route #18, Hearing.

Chairman Scott reported that in company with Mr. Kidde he had conducted a public hearing at Hackensack, on Wednesday, June 20th, looking toward the taking over of Route #18, from its intersection with the New York State Highway Route #3, to the Dikeman Street Ferry at Edgewater, and he felt that the Board of Freeholders were in accord with the views of the State Highway Commission in this connection. General Scott further advised that Judge Seuffert appeared at this hearing and asked that the funds which would be applied on Route #18, be applied for the completion of Route #10, south, and he had informed the meeting that the Route #18 proposition could not be abandoned/

Commissioner Kidde advised that Mr. Watson G. Clark, Borough Engineer of Tenafly, who was present at this meeting, had advised that he had already prepared plans and notes for a large portion of the section through which Route #18 would travel, and he offered to dispose of these notes and surveys to the State Highway Commission. Commissioner Jelin suggested that in order to secure the notes of Mr. Clark, that arrangements might be made for his employment as a special engineer for the specific purpose of laying out this route. After discussion Commissioner Stewart moved that the State Highway Engineer make an investigation of the notes of Mr. Clark and ascertain the value at which they are placed, and make a report to the Commission at a later meeting.

INCREASES.

The State Highway Engineer next presented to the Commission his recommendation for increases in the several divisions of the State Highway Department, effective July 1, 1923. He explained that the total averages were only slightly in excess of 3% of the annual payroll, and that there were no increases granted to employees who had received promotions within the last twelve months. The Commission considered the recommendations carefully of each Division. Commissioner Kidde inquired as to what disposition was being made of increases for Division Heads, and State Highway Engineer Sloan recommended that increases of 10% be granted to the

Assistant State Highway Engineer, Chief Clerk & Secretary and Construction Engineer. Commissioner Kidde further inquired as to what disposition would be made of men who have given efficient service and who would reach their twelve months period very shortly. State Highway Engineer Sloan advised that he was prepared to recommend that where employees are within three months of a twelve months period of service since their last promotion that these men should be given promotion upon his approval at that time. Commissioner Stewart moved that the recommendation of the State Highway Engineer for increases in the several Divisions of the State Highway Department be approved, effective July 1, 1923, and that a list of of increases be made an addenda to the minutes of this meeting. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved that an increase of 10% be granted to the Chief Clerk & Secretary, to the Assistant State Highway Engineer and to the Construction Engineer, effective July 1, 1923. This was seconded by Mr. Jelin and adopted.

Committee on Increases. ✓

Commissioner Jelin suggested that a committee be appointed to see the Civil Service Commission with regard to the approval of increases granted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that Commissioner Jelin be appointed a committee of one for the purpose of taking up the increases granted, with the Civil Service Commission.

Advisory Board. ✓

State Highway Engineer Sloan reported to the Commission that a meeting of the Advisory Board on the study of Vehicular Tunnel Traffic routes was held on June 6th, last, and the work progressed to the extent of laying down a tentative line through Jersey City and Newark, on which routes traffic count was also determined. Since that time traffic counts have been going on and a party is in the field making an accurate survey of the line through Jersey City around Newark and Elizabeth. The next meeting of this Board will be on the 27th of June. Chairman Scott questioned whether considerations were given to a route which would serve for the next twenty-five years. Major Sloan expressed the opinion that the plan proposed would serve for fifteen years.

Commissioner Kidde advised that he would favor a comprehensive scheme which would cover a period of at least twenty-five years, and he would await with interest the report of the Special Advisory Board.

Camden Bridge. ✓

Chairman Scott inquired as to what progress was being made with the bridge traffic routing in Camden, and the Secretary informed the Commission that it had been decided to defer the appointment of any Advisory Board on the Camden Situation until the Camden City Planning Commission has completed its plans. Commissioner Kidde inquired as to progress being made on the parallel route for shore traffic to Keyport. State Highway Engineer Sloan reported that there was a party in the field making survey and as soon as this report is presented, the Advisory Board on shore traffic study would be called together. Commissioner Kidde reported that he had an opportunity to meet Mr. Ford, who was a member of the Port Authority Commission and was familiar with the scheme for the unloading sheds on the meadows between Jersey City and Newark, as planned by the Railroads, from which terminals supplies would be carried into New York by trucks from the railroads, and he suggested that in the event that this question is taken up by the Special Advisory Board, Mr Ford be invited to serve with the Advisory Board.

Raritan River, ~~Bridge~~. ✓
New Brunswick Bridge.

Chairman Scott called attention to the proposed new bridge over the Raritan River at New Brunswick, where it was proposed to place approaches on lands now owned by the Woman's College of the State. State Highway Engineer Sloan advised that the Engineering Department was proceeding along the original lines and making suggested provisions for bridge approaches for the new bridge on the site of the Woman's College. Commissioner Stewart stated that in view of the fact that the State Has advinced large sums of money for the college and its grounds, it will be a mistake to place the new bridge so that traffic would come as close to the buildings as was proposed. Commissioner Kidde advised that there was a precedent for a change in line in view of the moving of Route #10 off the Bluff Road. Chairman Scott stated that in this case there were no buildings, as yet, on the ground and that any buildings that might be put up could be be arranged so that they would not be too close to the bridge when the same was finally decided upon. Commissioner suggested that a hearing be conducted at New Brunswick, at which time the College Authorities, the City Authorities and th State Highway Department be present in order that the entire matter might be disposed of to the satisfaction of all concerned. Commissioner Kidde stated that before this hearing was held that alternative plans should be prepared by the Engineering Department for consideration at that time, and he moved that the Engineering Department prepare alternative diagrams showing the necessities of the case in connection with the construction of a new bridge over the Raritan River at New Brunswick, and that following this a hearing be held between the City Authorities of New Brunswick, the Authorities of the Woman's College of New Brunswick and the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Absecon Boulevard.✓

The Secretary informed the Commission that Mr. A. F. Nelson, County Engineer of Atlantic County, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Nelson appeared and stated that Atlantic County was awaiting action of the State Highway Commission on the plans and specifications for the Absecon Boulevard, in Atlantic County, work to be done under State Aid, if same was available, or County funds if same was rejected by the State Highway Commission.

Commissioner Jelin reported that at a conference between Commissioner Stewart and himself, on Tuesday last, consideration had been given this matter and it was decided to reject the plans and specifications, not only because of lack of funds, but because it was considered by the Commission that the type of pavement named therein would cost $1.00 to $1.30 per square yard more than a sheet asphalt pavement. Commissioner Kidde stated that he felt that while the County Board of Freeholders was within its rights in preparing specifications for asphalt block pavement, yet it was the duty of the State Highway Commission to place itself on record as being opposed to the higher cost of this pavement, and he moved that plans and specifications presented by Atlantic County for Absecon Boulevard, be rejected by the State Highway Commission, said rejection being due to lack of funds; and that there be attached to this rejection a copy of the following memorandum as prepared by State Highway Engineer Sloan, covering the cost of asphalt block as compared with the other equivalent types of pavement.

June 12, 1923.

"Under date of June 4th, Mr. A. H. Nelson, County Engineer, wrote to this office stating that the Board of Freeholders would act on the plans and specifications for the reconstruction of the Absecon Boulevard on the 13th inst., and if approved, they would be ordered sent to the State Highway Commission.

"He further stated that if the State Aid was not available, the County would ask the State to reject the plans and specifications because of lack of funds so that the County could finance the job from its own funds. He was advised that there were no funds available for this work, and that the matter would be presented to the State Highway Commission when he was ready to have action taken.

"Reference was made in the letter which you forwarded me this morning of the use of asphalt block for this purpose. A standard form of construction of asphalt block is to provide a concrete foundation of a minimum of 6 in., a cement mortar cushion of 1/2 inch; the 2" blocks are then laid on the cement mortar cushion.

"Nassau Street, Princeton was made of this form of construction under specifications prepared by the State, the work being done in 1915 and 1916. One section is now seven years old and the other eight; the pavement is in very good condition and has given excellent service.

"The objection, however, to it is that it is expensive, and while it is not a patented pavement, it is manufactured, so far as I can determine, by only one company: the Hastings Paving Company, New York.

"The Township of Maplewood in Essex County received bids April 3, 1923, for improvement of Valley Street in that Township. The bid on asphalt block, including the concrete foundation was $4.55 per square yard. This included a 6" concrete base, 1/2" received in competition with granite block and concrete pavements; the lowest price bid on the asphalt block was $4.44 per square yard, and the highest $4.60.

"The State received no bids this year on construction of sheet asphalt on concrete foundation but we have records of nine jobs on which bids were received by various counties and municipalities. The prices for 6" foundation and 3" sheet asphalt surface on these nine jobs range from $3.10 to $3.55 per square yard. On Springfield Ave., New Providence, Union County, 1-3-5 concrete foundation, 6" in depth, $1.76 was bid; on 3" sheet asphalt, $1.61 per square yard. Ackerman Avenue, Passaic County, same mix and depth, $1.60 for concrete foundation, and $1.70 for sheet asphalt surface.

"Sheet asphalt on concrete foundations has been standard form of construction in cities for more than twenty-five years; it has given satisfaction, and is still a standard method of construction. In view of the competition that can be obtained by specifying this type of construction, and considering the service rendered by this type of pavement, I can see no justification for paying $1.00 to $1.30 more per square yard for asphalt block pavement.

Respectfully submitted.
Assistant State Highway
Engineer."

This was seconded by Mr. Jelin and adopted.

The Commission next took up for consideration the schedule of business as prepared for the meeting of June 19, as follows.

Barber Asphalt Co., Award.

The State Highway Engineer reported that two bids were received for asphalt cement emulsion materials to be used by the Maintenance Department and recommended award to the Barber asphalt Company, they being the lowest bidders. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and awarded contract for asphalt cement emulsion to the Barber Asphalt Company, at their's the lowest bid in the total amount of $21,149.65.

Salem County Repairs.

On recommendation of the State Highway Engineer, Mr. Jelin moved that the State Highway Commission approve specifications and contract for asphaltic treatment of roads in Salem County, work to be done in accordance with Motor Vehicle schedule. This was seconded by Mr. Stewart and adopted.

Extension of Time, Rt. 8, Sec.5.

State Highway Engineer Sloan recommended an extension of time on Route #8, Section #5, to July 16, 1923, due to a considerable number of changes in plans, and additional work authorized. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time to Kavanaugh & Van Keuren, on Route #8, Section #5, to July 16, 1923.

Morris County Traction Company.

State Highway Engineer Sloan reported in connection with the action of the Commission on the 14th inst., relative to the notification of the Town of Morristown and the Morris County Traction Company on the matter of paving of Speedwell Avenue, that letters covering this action had been forwarded to the Attorney General's Department to ascertain whether the subject matter is in proper legal form. On motion by Mr. Stewart, duly seconded the action of the State Highway Engineer was ordered ratified and confirmed.

Amboy Bridge Plan Deposit.

State Highway Engineer Sloan recommended to the Commission that they give consideration to a change in the action of the former State

Highway Commission relative to deposits for plans for the proposed work on the Perth Amboy Bridge; the former Commission directing that all deposits of $100.00 be returned if the plans are in good condition. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered the action taken by the former State Highway Commission rescinded, and directed that where plans are taken out, a deposit of $100.00 be requested by the State Highway Department, all of this amount to be returned in the event the person taking the plans is a bidder on the work, and $50.00 to be returned in all other instances where plans are brought back in good condition.

Route #2, Section #3A, Accepted.

State Highway Engineer Sloan recommended the acceptance of Route #2, Section #3A, White Horse to Crosswicks Creek Bridge, Mercer Co., work done under the Reimbursement Act. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of Route #2, Section #3A, White Horse Crosswicks Creek Bridge, in accordance with the Reimbursement Act.

Condemnation-Rt., #2, Sec., #5.

State Highway Engineer Sloan reported that it would be necessary to condemn the property of Mr. Chas. Heiser on Route #2, Section #5, Bordentown-Crosswicks Creek, since he refused to accept a tentative offer of $1,000.00 for the land and damages thereto, and he further advised that this land was on right of way for land needed for a contract already under way. On motion by Mr. Jelin seconded by Mr. Stewart, the State Highway Commission approved of the condemnation of the property of Mr. Chas. Heiser Route #2, Section #5 and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #2, Section #5, Bordentown-Crosswicks Creek, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #2

BEGINNING at a point on the easterly side of the Bordentown-Trenton Road known as State Highway Route #2, Section #5, said point being distant thirty-three (33) feet from and at right angles to the center line of the said State Highway at Station 105 plus 64.96, as shown on plans dated May 15, 1923, said points also being in the line dividing lands of Chas, Heiser on the South and lands of Patrick Martin, Est. on the north, and running

Thence (1) South three degrees and fifty-two minutes West, five hundred and twenty-three feet and fifty-one one-hundreths of a foot (523.51) to a point in the land of Chas. Heiser;

Thence (2) South no degrees, seventeen minutes and thirty seconds East, one-hundred and seventy-nine feet and twenty-five one hundreths of a foot (179.25) to a point;

Thence (3) South four degrees, thirty-one minutes and thirty seconds East, six hundred and fifteen feet and eighty-four one-hundreths of a foot (615.84) to a point;

Thence (4) South nine degrees, fifteen minutes and thirty seconds East, one hundred and thirty-nine feet and thirteen one-hundredths of a foot (139.13) to a point;

Thence (5) South nineteen degrees, two minutes and thirty seconds East, two hundred and four feet and four one-hundreths of a foot (204.04) to a point; said point being distant one hundred and five feet and forty-eight one-hundreths of a foot (105.48) from the intersection of the center line tangents at Sta., 1389 plus 67.16, as measured along a line having a bearing of South sixty-nine degrees, forty-two minutes and thirty seconds East, as shown on accompanying plan and running

Thence (6) North fifty-four degrees, forty-three minutes and thirty seconds West, ninety-three feet and seventy-four one-hundreths of a foot (93.74) to a point;

Thence (7) North ten degrees, three minutes and thirty seconds West, one hundred and forty-nine feet and sixteen one-hundreths of a foot (149.16) to a point in the existing fence line along the easterly side of the said Bordentown-Trenton Road;

Thence (8) along said fence line, North four degrees, thirteen minutes and thirty seconds West, eight hundred and seventy-five feet and sixty-four one-hundreths of a foot (875.64) to a point;

Thence (9) still by said fence line, North three degrees and fifty-five minutes east, three hundred and forty-five feet and seventy-four one-hundreths of a foot (345.74) to a point;

Thence (10) still by said fence line, North six degrees and fifty-four minutes East, two hundred and thirty-one feet and seventy one one-hundreths of a foot (231.71) to a point in the above mentioned dividing line between Patrick Martin Est., and Chas Heiser, thence along this dividing line;

Thence (11) South seventy-four degrees and six minutes East, thirteen feet and four one-hundreths of a foot (13.04) to the point or place of Beginning; containing 0.954 acres, more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumberances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Inspectors Re-appointed.

The State Highway Engineer recommended the re-appointment of the following inspectors effective June 14, 1923, at the salaries which they received prior to the recent examination; all of these men having passed one of the examinations as arranged; it being the recommendation of the Construction Engineer that there be no demotions among the present inspectors employed.

W. A. Manchester	at present	rate of	$155.00
Edwin C. Speer	"	"	155.00
T. L. Farley	"	"	155.00
C. E. Ormsby	"	"	155.00
M. N. Vliet	"	"	155.00
Chas. H. Weller	"	"	155.00
H. M. Storer	"	"	155.00
J. A. Meakle	"	"	155.00
Geo. H. Frey	"	"	155.00
A. T. Trimmer	"	"	155.00
D. A. Palladino	"	"	155.00
C. M. Hall	"	"	155.00
J. J. Hopkins	"	"	155.00
J. S. Bennett	"	"	155.00
J. C. Houman	"	"	155.00
Edwin Partington	"	"	155.00
R. D. MacMillan	"	"	155.00
A. J. Robertson	"	"	125.00
B. F. Feeney	"	"	145.00
Edw. F. Nugent	"	"	125.00
Wm. N. Barry	"	"	145.00
John Davis	"	"	125.00
Geo. W. Pearson	"	"	125.00
John H. Davis	"	"	130.00
John J. Walklett	"	"	130.00
I. E. Campbell	"	"	125.00
Irvin Setzler	"	"	145.00
J. J. Collins	"	"	125.00
C. F. Roden	"	"	125.00
P. F. Trainor	"	"	125.00
H. T. Kinnevy	"	"	125.00
J. G. Eyre	"	"	125.00
Harry Partington	"	"	125.00
F. W. Miller	"	"	135.00
N. B. Sandwald	"	"	125.00
M. T. Demsey	"	"	125.00
G. H. Pratley	"	"	145.00
S. B. Johnson	"	"	135.00
H. P. Coddington	"	"	125.00
J. R. Norwick	"	"	125.00
H. B. Ford	"	"	125.00
David Brooks	"	"	135.00
G. W. Roeser	"	"	125.00
W. H. Grosscup	"	"	125.00
Geo. Dickinson	"	"	135.00
J. A. Jones	"	"	125.00
John E. Fallon	"	"	125.00
Wm. R. Hancock	"	"	125.00
Antony Marino	"	"	125.00
F. O. Murry	"	"	130.00
G. H. Conner	"	"	125.00
A. E. Lee	"	"	125.00
F. H. Quad	"	"	125.00
Wm. S. Brown	"	"	125.00
Wm. Drinkaus	"	"	125.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Re-appointment of the inspectors as recommended by the State Highway Engineer, effective June 14, 1923.

EMPLOYMENTS ✓

State Highway Engineer Sloan presented to the Commission, the following employments as recommended by him since the last meeting of the Commission:

June 16,	C. H. Walklett	Mater. Insp.	$	185.00 mo
June 14,	Russel Sigafoos	Jr. Test. Eng.		125.00
June 18,	M. R. Seiffert	Jr. Test. Eng.		125.00
June 20,	Wm. R. Forsyth	Rodman-		90.00
June 18,	Harold Sklaren	"		90.0
June 18,	E. B. Catheus	"		90.00
July 2 ,	Frank N. Wells, Jr.	Detailer-		200.00
July 1 ,	J. H. Noble	Jr. Engineer		125.00
June 20,	Wm. H. Schlesinger	Rodaman		90.00
July 1 ,	A. C. Habelman	Jr. Engineer		125.00
July 1 ,	C. V. A. Hutchinson	Rodamn		90.00
June 20,	K. A. Dittmar	Rodman		90.00
June 20,	P. A. Bryan	Eng. Draftsman		120.00
July 1 ,	Harry Jurnecka	Jr. Engineer		125.00

Hourly Basis

June 8,	Bert Reckenbacker	Motor Truck Driver	.40 hr.
June 8,	Wilson Jones	" " "	.40
June 8,	C. Reinbeck	" " "	.45
June 9,	Rollin Chattin	" " "	.40
June 8,	Irvin Cramer	" " "	.40
June 12,	Wm. E. Ertl	" " "	.40
June 11,	Frank Wise	" " "	.40
June 11,	Arthur Albertson	" " "	.40
July 1,	Leonard McCormick	" " "	.40 to .45
July 1,	Steven Burkus	Mechanic	.60 to .65
June 1,	Archie MacBride	Motor Truck Driver	.40 to .45

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the employments as recommended by the State Highway Engineer.

Bids at Newark. ✓

Chairman Scott directed the attention of the Commission to an article appearing in the Newark Evening News, concerning bids received by the City of Newark for paving work on sheet asphalt, which appeared to show a completed pavement at $3.18. This was the same type of pavement as the Morris County Board of Freeholders desired to award at the price of $3.85 per square yard on East Main Street, Boonton.

Recess.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission recessed for luncheon at 12:30 P.M., to meet in regular session at 2:00 P. M.

The State Highway Commission reconvened at 2:00 P.M. as agreed with the same members present as at the morning session.

Route #18. ✓

The Secretary reported to the Commission that there would be a verbatum report prepared of the hearing held at Hackensack, on

June 20th concerning the taking over of State Highway Route #18, south to the Englewood approach. This was for information only.

Hunterdon County Chapter #10.

The Secretary reported on the conference held on Tuesday, June 19th, by Commissioners Stewart and Jelin, with the Board of Freeholders of Hunterdon County, and the City authorities of Lambertville, looking toward the amicable adjustment of differences between the County and the municipalities, under the operation of Chapter 10, Laws of 1919, as applied to the work in the municipality. Commissioner Jelin advised that at this hearing it appeared that the City of Lambertville had acted entirely according to law; having the work proceed over a five-year period instead of a ten-year, since this would give them a greater bond issue from which to do other important connecting links through the City of Lambertville. Commissioner Jelin reported further that it had been proposed that the City of Lambertville proceed under the five-year term for 1922, 1923, and 1924, and thereafter under a ten-year provision until the entire work was paid for; the State Highway Commission to allot to Hunterdon County a sufficient sum each year for 1922, 1923 and 1924 to meet the extra cost of work in Lambertville and Hampton. Commissioner Jelin advised that the sum spoken of at the hearing was a total of $15,000 for the three years, to be allotted by the State, Commissioner Kidde suggested that when this amount is paid by the State that a release be furnished by the County that there will be no further payments asked. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the recommendation of the State Highway Engineer for the apportionment to Hunterdon County of the sum of $15,200.00 for the years 1922 and 1923 on account of work being done in Lambertville and Hampton, and that a further allotment be made from the 1924 funds when they become available for this work, subject to a written agreement between the County of Hunterdon, the City of Lambertville and the Boro of Hampton, that the State Highway Commission will be released from any further payments on this account after 1924, this extra allotment to be $7,000.00 in 1924.

New Amboy Bridge. ✓

The Secretary reported that a conference had been held on June 19th, between Commissioners Stewart and Jolin and Assistant Attorney General Newcorn, with reference to the procedure in acquiring property for the new Amboy Bridge. A verbatum report of this report was presented but no action was taken at this time.

Route #1, Hackensack Bridge Property. ✓

State Highway Engineer Sloan reported to the Commission that following directions given at a former meeting he had requested the Right of Way Department to consult Mr. Schlessinger, Real Estate expert of Newark, with referance to making an appraisal of property being used on Route #1, at the Hackensack River Bridge. The appraisal submitted was signed by Mr. Schlessinger and Mr. Van Dearen and fixed the rental of the property at $5,000.00, and the total purchase price at $50,000.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that Right of Way Engineer Meeker be present at the next meeting in order to outline the manner of obtaining appraisals for the Hackensack River Bridge property. The Commissioners discussed the conditions existing at the Hackensack River Bridge and Commissioner Stewart suggested repairing the old Hackensack River Bridge and the making of a new temporary structure. He was informed that the War Department would not permit of draw bridges as close as these two, nor would either structure be able to carry the traffic for a very long time.

Maps. ✓

Commissioner Kidde directed attention to the maps being prepared for the State Highway Commission, and asked that the printing of same be expedited as quickly as possible and that a supply be purchased by the State Highway Commission with the State Highway Commissioners names imprinted thereon.

Bridge Painting. ✓

Commissioner Stewart again spoke of the Hackensack River Bridge and brought out the fact that he understood that proper painting would save the State Highway Commission a considerable item on its bridge construction. State Highway Engineer Sloan informed the Commission that the Bridge Division had a bridge-painting gang in continual operation. Commissioner Kidde called attention to the fact that the average life of a steel bridge structure is placed at forty years.

License Fees. ✓

Mr. Kidde directed attention to a news item calling attention to the report of the New York Central Railroad, in which it was stated that heavy State taxes are being paid by the railroads for the purpose of improving State Highways, which enables motor trucks to compete with the railroads. Commissioner Jelin stated that it was his feeling that motor trucks should pay considerably larger license fees than they do at the present time, and that such a license fee should be graded so that there will be a wide difference between trucks from one to three tons capacity, from three to five tons capacity and from five tons up, in order that there might be discouraged the tendency of very heavy trucks plus heavy trailers.

Reports. ✓

The Secretary reported to the Commission that in view of the fact that so much time has elapsed since the first of January, that consideration should be given to the elimination of the publication of the Annual Report for the period from July 1, 1921, to December 31, 1922, in view of the desire of the Governor that reports be curtailed as much as possible. Commissioner Jelin moved that publication of the State Highway Commission report covering period from July 1, 1921, to December 31, 1922, be eliminated in view of the fact that this report was prepared for the Legislature and the Legislature had adjourned and it is no longer needed; it being understood that all the material for this report has been compiled and is on file in the office of the State Highway Department. This was seconded by Mr. Stewart and adopted.

Phillipsburg - Belvidere Road. ✓

The Secretary presented a communication from the Board of Freeholders of Warren County forwarding resolution requesting the State Highway Commission to approve of the road via Phillipsburg-Belvidere to Route #5, and from the Delaware River Bridge in Belvidere, to connection with the above, to be included in the 7% system for Federal Aid, and further requesting that aid be granted on other sections of this road beyond 1923; and further rescinding any action taken looking toward the improving of a section of the Phillipsburg-Belvidere road under the provisions of chapter 10.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that any previous action taken in the case of Warren County procedure under Chapter 10 be rescinded, and that the State Highway Commission approve of a request being made upon the Federal Government for the inclusion of the road from Phillipsburg via Belvidere to State Highway Route #5, and from the Delaware River Bridge in Belvidere to a connection with the above road, a distance of about 13½ miles in the 7% Federal Aid System; it being the purpose of the State Highway Commission to make every effort for securing Federal Aid upon sections of this road other than that included in the request for construction in 1923; this, however, being no guarantee as to funds.

Attorney General's Opinion.

The Secretary presented a report from the Attorney General in response to a request for advice by Morris County as to extension of contract for road repairing materials, in which opinion the Attorney General ruled that the County of Morris could not extend last year's contract but should re-advertise in accordance with the terms of the Mathis Road Act. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary communicate with the Morris County Board of Freeholders advising them of the decision of the Attorney General.

Asbury Park Paving.

The Secretary presented a communication with resolution, from the Board of Commissioners of Asbury Park, requesting that the State Highway Commission join with the City of Asbury Park in paving Main Street from Asbury Avenue northerly to Deal, connecting with the bridge to a full width of 60 feet, the State Highway Commission agreeing to pave 18 feet each side of the trolley tracks which are to be repaved by the City of Asbury Park. In this resolution it was cited that there was an understanding between the State Highway Commission and the Asbury Park authorities. Commissioner Stewart stated that as far as he knew there was no verbal understanding or agreement and the same opinion was shared by all the Commissioners. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was referred to the State Highway Engineer for communication with the Asbury Park Authorities with further reference to this matter.

Pole Painting. ✓

The Secretary presented a communication from Hon. Joseph Thompson, Attorney for the Cape May Light & Power Co., agreeing in accordance with the request of the State Highway Commission at its last meeting, that poles will be painted white eight feet from the ground in consideration of the permission to erect same.

Route #9, Detour at Main Street, Hampton. ✓

The Secretary presented a communication from the Borough of Hampton, in Hunterdon County, requesting aid in the maintenance of Main Street, Hampton, a connecting link on the detour for Route #9, as advertised. State Highway Engineer Sloan reported that this work would cost approximately $1,500.00 to $2,000.00, and Commissioner Jelin moved that the Maintenance Division provide for the maintenance of detour for Route #9, through Main Street, Hampton, at the same time it was to do its work on the Hampton-Glen Gardner detour. This was seconded by Mr. Stewart and adopted.

Amiesite. ✓

The Secretary presented a communication from the North Jersey Amiesite Company, requesting further consideration of the Amiesite material for competition with other bituminous pavements. On motion duly seconded, the communication was ordered received and placed on file.

Sidewalks. ✓

The Secretary presented a communication from H. B. Keasby, County Engineer of Salem County concerning the matter of sidewalks on the proposed new bridge over the West Jersey & Seashore R. R. at Woodstown, where the State Highway Route crosses. Mr. Keasby advised that he felt that if sidewalks are not put on this bridge serious injury may result to pedestrians using the roadway. Commissioner Jelin moved that the matter of placing sidewalks on bridges be again reviewed with the Attorney General by a State Highway Commissioner and the State Highway Engineer, and that Mr. Keasby be advised that arrangements will be made on this bridge for pedestrians to walk. This was seconded by Mr. Kidde and adopted. Commissioner Kidde expressed the opinion that the State Highway Commission should not permit any situation to exist on the State Highways which would be dangerous to the public.

Detour Route #13. ✓

The Secretary presented a communication from the Princeton Chamber of Commerce recommending a detour during the construction of Route #13, between Trenton and Princeton. Commissioner Jelin moved that the recommendation be received and referred to the State Highway Engineer for report at the next meeting. This was seconded by Mr. Stewart and adopted. The Secretary was further directed to communicate with the Chamber of Commerce of Princeton and advise that this matter will be given attention.

Bond Issue ✓

Resolutions.

The Secretary presented a communication from the New Jersey Automobile Trade Association with a resolution advising that the Association goes on record as opposed to the issue of short term bonds for road and bridge purposes, and asked that future bonds be issued for longer terms. Commissioner Kidde moved that the resolution be received and that a communication be forwarded advising that the matter of State Highway Bond issuing has been very thoroughly gone into and that the question of building additional highways should be treated as a new project and be given consideration at future Legislation.

Route #13, Princeton - Trenton. ✓

State Highway Engineer Sloan brought to the attention of the Commission the matter of reconstruction of Route #13, between Trenton and Princeton, and advised that it was proposed to let this contract in such a manner as to permit of its completion before the close of the present construction year. There was, however, a controversy between the Department and the Trenton & Mercer County Traction Company concerning the moving of tracks for about a mile through the Town of Lawrenceville; it being the contention of the Trolley Company that the franchise of the company provides for the tracks to remain in their present position and does not require that they be moved. State Highway Engineer Sloan reported that the agreement which the Trolley Company should enter into was; First, that they will permit the tracks to be moved by the State Highway Department to the center of the road. Second: That they will furnish new rails and track material provided the State Highway Commission will finance the cost of same over a period of two years, and Third: That any question as to the payment for the pavement between the tracks would have to be left for determination after opinion from the Attorney General. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the form of agreement as recommended by the State Highway Engineer.

Automobile Purchase.

State Highway Engineer Sloan recommended that the State Highway Department be authorized to expend not in excess of $1,500.00 to equip the chassis of the Cadillac car "A" recently received from the Government as War Surplus Material, with a closed seven-passenger body, or that the painting of the present body be completed and the car traded for a new seven-passenger closed car not to exceed $2,500.00 additional. Commissioner Jelin moved that the State Highway Commission approve the purchase of a seven-passenger closed automobile, there being traded in, the car "A" recently received from the Federal Government, for the purchase not to exceed $2,500.00.

Route #11.

State Highway Engineer Sloan presented to the Commission a report on his investigation of Route #11 as referred to him at a previous meeting. He advised that in this investigation it was shown that of the total length of 46,000 feet on Route #11, 22,000 feet lies outside of cities having a population of less than 16,000, and this latter amount of road is capable of being taken over as a State Highway. He recommended that the request of the town of Bellville for paving through the Town be received and inasmuch as it has a population under 16,000 that a statement be requested together with a statement from the County of Essex as to whether or not they are prepared to proceed with the paving between the rails of the trolley line as requested by the franchise of the trolley company and for the placing of curbs and gutters beyond the width of pavement which the State could undertake to place. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the report of the State Highway Engineer and directed that the Secretary notify the County of Essex and the Town of Bellville in accordance with the recommendations of the State Highway Engineer.

Delia Bridge, Route #10, Section #2.✓

State Highway Engineer Sloan recommended to the Commission the approval of plans and specifications for bridge on Route #10, Section #2, at Delia Ave. M.P. 9.9. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of bridge at M. P. 9.9, at Delia Avenue on Route #10, Section 2, in Bergen County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is directed to approve the necessary plans and specifications and the Secretary is directed to place advertisement for the same.

Trolley Crossing Bridge, Rt. 10, Section #2.✓

State Highway Engineer Sloan presented plans and specifications and recommended approval of a bridge at M. P. 10.0 at the trolley crossing on Route #10, Section #2, Bergen County. On motion by Mr. Kidie, seconded by Mr. Stewart, the State Highway Commission approved of the following resolution.

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of bridge at M. P. 10.0 at the trolley crossing on Route #10, Section #2, in Bergen County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is directed to approve the necessary plans and specifications and the Secretary is directed to place the advertisements for the same.

Route #10, Section #3.✓

State Highway Engineer presented to the Commission a report on the completed contract of J. J. McGarry, for Route on Route #10, Section #3, Little Ferry-Ridgefield Section. This report advised that the surface of part of the work between stations 92 and 204 has been damaged by frost action, but the cores taken indicate that the pavement is of the required depth and except for slight surface damage the concrete is of good quality. He further advised that the contractor is willing to lay over the whole area of this section a pavement of one-half inch of bituminous material and to furnish a five-year bond that this bituminous surface will remain in fit shape for that period. The State Highway recommended that the contractor be permitted to do the work as above outlined and that work having been done and the five-year bond executed, that the contract be accepted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State

Highway Commission accept the report of the State Highway Engineer with reference to Route #10, Section #3, Little Ferry-Ridgefield section and approved of his recommendation as made.

Route #3, Section #8, Accepted.

The State Highway Engineer recommended acceptance of Route #3, Section #8, Camden City Line-Clements Bridge Road, the same having been completed in accordance with the plans and specifications effective June 7, 1923. On motion by Mr. Kidde, seconded by Mr. Jelin the State Highway Commission approved of the acceptance of Route #3 Section #8, Camden City Line-Clements Bridge Road, in accordance with the terms of the Reimbursement Act; this road having been inspected by the Commissioners.

Right of Way, Route #5, Section #2.

State Highway Engineer Sloan recommended to the Commission the purchase of 2,500 square feet of property on Route #5, Section #2, from Julia S. Runyon, et al., for the consideration of $250.00. He reported that this property was placed under condemnation but no hearing had, as yet, been called. In the meantime the owner is willing to settle by accepting the original offer. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of property from Julia S. Runyon on Route #5, Section #2, for the consideration of $250.00.

Condemnation Route #9, Section #10.

State Highway Engineer Sloan recommended that condemnation proceedings be instituted against James Mannion for property needed on Route #9, Section #10, Bound Brook to Lincoln Avenue known as parcel #3. Commissioner Jelin reported that he had investigated this property and would also recommend that condemnation be instituted. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the condemnation of the property of James Mannion on Route #9, Section #10, Bound Brook to Lincoln Avenue, and adopted the following resolution of condemnation:

> RESOLVED, that the State Highway Commission hereby determines to acquire in the name of the State Of New Jersey, for public use in the construction of State Highway Route #9, Section #10, Bound Brook to Lincoln Ave., ALL that certain lot, Tract of parcel of land and premises, situate, lying and being in the County of Middlesex, and the State of New Jersey, and more particularly described as follows:

Parcel #3

Beginning at a point in line of lands between John Prendville on the South and James Mannion on the North where the same is intersected by the proposed new southeasterly right of way line of Route #9, Section #10, of the State Highway System said point being distant thirty feet (30) from, measured at right angles to, the proposed new center line as shown on a plan attached hereto entitled "New Jersey State Highway Department, Property to be acquired from James Mannion, Boro of Middlesex, Middlesex County, Scale 1"-50', April 1923, Parcel A";

Thence (1) along said line of lands, north, seventy-nine degrees, twenty-nine minutes, thirty seconde, west, a distance of forty-six feet (46) more or less to an angle point on the westerly side of the graded road;

Thence (2) along deed line of lands of party of the first part on the westerly side of road, north, thirty degrees, thirty minutes thirty seconds, east a distance of four hundred and eighty-one feet and eighty-one hundreths of a foot (481.80) to an angle point;

Thence (3) still along said line of lands north, one degree, twenty-nine minutes, thirty seconds, west, a distance of twenty-one feet (21) more or less to a point;

Thence (4) easterly, a distance of(18) eighteen feet more or less to a point in the easterly side line of Union Avenue;

Thence (5) on a curve to the left, with a radius of eight feet (8) a distance of nineteen feet (19) more or less to a point in the proposed new northwesterly side line of Route #9, Section #10;

Thence (6) along said proposed new northwesterly right of way line on a curve to the right with a radius of one thousand four hundred and sixty-two feet and sixty-nine one-hundreths of a foot (1462.69) a distance of three hundred and forty-two feet (342) more or less to a point;

Thence (7) on a curve to the left with a radius of eight feet (8), a distance of twenty-one feet (21) more or less to a point in the southerly side line of Bound Brook Road;

Thence (8) northerly a distance of thirty-One feet (31) more or less to the line of lands of the party of the first part and Max S. Bernstein;

Thence (9) along the line of lands, north, eighty-eight degrees, thirty minutes, thirty seconds, east, a distance of two hundred feet (200) more or less to a corner of the party of the first part and the Watchung Estates;

Thence (10) along the line of the Watchung Estates, south, six degrees, thirty minutes, thirty seconds, west, a distance of twenty three feet (23) more or less to the proposed new southeasterly right of way line on Route #9, Section #10;

Thence (11) on a curve to the left with a radius of one thousand four hundred and two feet and sixty-nine one-hundreths of a foot (1402.69) a distance of eight hundred and eight feet and fifty one one-hundreths of a foot (808.51) more or less to a point of curvature at Station 368 plus 32.35;

Thence (12) still along southeasterly right of way line, south, thirty degrees, thirty minutes, thirty seconds, west, a distance of one hundred and eighty-two feet and thirty-five one-hundreths of a foot (182.35) more or less to the point and place of beginning.

It being contended to convey a strip of land sixty feet (60) in width between the land of Prendville and the Watchung Estates, thirty feet (30) each side of the proposed center line of Route #9, Section #10, with extra land for intersections, as shown on the aforementioned plan;

CONTAINING one acre and four-tenths of an acre (1.4 acres) be the same more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owner or owners of said lands and premises for the conveyance ot the same to the State of New Jersey free and clear of all emcumberances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Roosevelt Blvd., Cape May County. ✓

State Highway Engineer Sloan recommended approval of plans and specifications for grading and repaving with gravel, a section of the Roosevelt Boulevard from Marmora to Ocean City, Cape May County, work to be done with Motor Vehicle Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for a section of the Roosevelt Boulevard from Marmora to Ocean City, Cape May County.

Hudson County Motor Vehicle Schedule. ✓

State Highway Engineer Sloan recommended approval of an amendment to the Hudson County Motor Vehicle Schedule requesting permission to use Motor Vehicle moneys on the county road section ofa through route comprising Tonnelle Avenue, Jersey City, County Road at Jersey City and Secaucus, and County Avenue at Secaucus connecting this proposed extension of Route #1 with the Paterson Plank Road in order that work on this section may proceed this year, and the two other sections to follow as rapidly as possible. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the request as made for the change in the Hudson County Motor Vehicle Schedule in accordance with the communication of County Engineer T. J. Wasser, dated June 15, 1923.

Brown's Mills-Lakehurst Road. ✓

The State Highway Engineer reported that a conference was held at his office on Monday, June 18th with Burlington County Officials and Assistant State Highway Engineer Reed, looking toward the maintenance of Brown's Mills-Lakehurst Road in Burlington County and he would recommend that the sum of $10,000 be set aside for the Brown's Mills-Lakehurst Road, be made available for the County to use in the maintenance of this road with County Forces; the County agreeing to do this work out of the said funds, but was not willing to take the road over as a county road. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the maintenance of the Browns Mills-Lakehurst Road by the County of Burlington, the expenses of the same to be charged against the $10,000 as set up for that purpose by the State Highway Commission.

A. G. A. Signs. ✓

State Highway Engineer Sloan submitted for the information of the Commission a communication from Mr. J. C. Hastie, with reference to the agreement between the State and the American Gas Accumulator Co., for highway Lighthouses. Commissioner Kidde requested that this communication be received and that the Secretary prepare a resume of the agreement as existing between the American Gas Accumulator Co., and the State Highway Commission.

Route #12, Section #5. ✓

State Highway Engineer Sloan recommended approval of the force account agreement entered into by the Warren County Board of Freeholders with J. Rodney Thompson for the completion of the Hudson Contracting Company's contract on Route #12, Section #5, upon which an abandonment has been declared by Warren County and approved by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the force account agreement between Warren County and J. Rodney Thompson, as recommended by the State Highway Engineer.

Rt. #9, Sec. #7A, Main St. Somerville

State Highway Engineer Sloan recommended the approval of the action of the Board of Freeholders of Somerset County in extending the time of the New Jersey Construction Company's contract on Route #9, Section #7A, Main St. and Goshen Avenue in Somerville, to July 18, 1923, this extension of time being due to the fact that an additional contract was awarded this same company by the Borough of Somerville for extra width pavement to the curbs. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the extension of time on Route #9, Section #7A, as recommended by the State Highway Engineer.

Material Inspectors.

State Highway Engineer Sloan recommended to the Commission the execution of the contract with Hildreth & Company for the inspection of Highway Materials for the year 1923; this recommendation also cancelling the agreement now in force with the Robert W, Hunt Co. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the contract with Hildreth & Company for Inspection of materials in 1923, excepting for materials to be used in connection with the new Amboy Bridge, and also directing the cancellation of the agreement now in force with the Robert W. Hunt Co.

Extension Route #14, Section #6, Denied.

State Highway Engineer Sloan presented to the Commission a resolution of the Board of Freeholders of Atlantic County granting an extension of time to Contractor C. H. Earle, on work held by him under contract on Route #14, Section #6, at Mays Landing. State Highway Engineer Sloan also reported that the date of completion was June 15, 1922, and there had only been completed on this date the amount of 14% of the entire contract, and he recommended to the Commission that in view of the fact that reports have been received that the contractor has not been very diligent in pushing the work, and that there is no reasonable cause for the loss of time, the extension be not approved by the State Highway Department. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission concurred the recommendation of the State Highway Engineer and denied the approval of the application for extension of time to contractor C. H. Earle.

Maintenance Report

Commissioner Kidde directed that Superintendent of Maintenance Muir be present at the next meeting of the Commission in order to report upon the progress made by the Maintenance Department up to this time, the date for the next meeting being Tuesday, June 26th, 1923.

Extension - Salem County Roads.

State Highway Engineer Sloan recommended approval of extension of time from July 1st, to August 1st, 1923, for Pennsville-Salem Road, Section #3 and Section #2, Salem County work having been done under Motor Vehicle Aid. On motion, duly seconded, this recommendation was approved.

Extension - Cove Road.

State Highway Engineer Sloan recommended extension of time from November 1, 1922, to June 15, 1923, for Cove Road from Merchantville Borough Line to the Burlington Pike, Camden County work having been done under the Motor Vehicle Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the extension of time, the same having been granted by Camden County.

Cove Road, Camden County.

State Highway Engineer Sloan presented for acceptance the completed work on Cove Road in Camden County. Commissioner Jelin recommended that this matter be held pending inspection by him.

On motion duly seconded, the State Highway Commission adjourned at 4:30 P. M., to meet in regular session on Tuesday, June 26th, 1923 at 10:30 A. M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - JUNE [illegible], [illegible].

[illegible]

[illegible]

[illegible]

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this property [illegible] by the present owner last year at [illegible]. [illegible] in view of the [illegible] purchased by the present owner, after [illegible] had already passed the [illegible], would not influence [illegible] would be [illegible] difference in the value of [illegible]. Mr. [illegible] that the property [illegible] for three years to [illegible]. [illegible] there would be any change [illegible] would purchase [illegible] with any [illegible] modified.

[illegible] ✓

[illegible] Commission for [illegible], [illegible].

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Bergen County Repairs ✓

The Secretary reported that Mr. J. L. Thier, County Supervisor of Roads of Bergen County, was present and desired a hearing. On motion, duly seconded, the hearing was granted. Mr. Thier reported to the Commission that the maintenance work on roads in Bergen County was practically completed and the county had spent $19[illegible],770.[illegible] and the State apportionment for the County work was $154,[illegible]. Mr. Thier requested that the Commission [illegible] the payment of the entire State allotment to Bergen County at this time in order that the county might save interest charges on funds borrowed in anticipation of this receipt. Commissioner [illegible] advised that he would make an inspection of the Bergen County roads after July 1st, in order that the Commission might comply with the request of Bergen County.

Route 8 at [illegible] Crossing ✓

The Secretary informed the Commission that Mr. [illegible], representing Mr. [illegible], owner of the [illegible] Inn, desired a hearing. On motion, duly seconded, the hearing was granted. Mr. [illegible] appeared before the Commission and informed Chairman [illegible], in the event that Route 8 between [illegible] and [illegible], is put on a new line in order to eliminate the railroad grade crossings, the old road would still be open to traffic. [illegible] advised that the road [illegible] would [illegible] maintained [illegible] prior to the time it was taken over by the State. Mr. [illegible] asked that the Commission [illegible] when the road is constructed and this statement was given him by Chairman [illegible].

[illegible] Hearing /

The Secretary presented a communication from L. S. [illegible], Attorney, for several claimants against [illegible] & Company, and requested a hearing. On motion duly seconded, the Secretary was directed to arrange a hearing for Mr. [illegible] at the next meeting of the Commission.

Syracuse Bridges

The Secretary informed the Commission that Mr. LaChiotti, representative of the Syracuse [illegible] Bridge Company, was present with reference to the completion of an agreement between the Syracuse [illegible] Bridge Company and the State Highway Commission for the erection of

Bridge. Mr. LaChicotte appeared before the Commission with a suggested form of agreement and advised that there would have to be an amendment in the original proposal in view of the fact that his company had quoted a 1% fee for Manasquan River Bridge, since that was advertised as an identical structure with the Inland Waterway Bridge, but it developed that the former bridge had but one sidewalk while the Inland Waterway Bridge had two sidewalks, which would necessitate a change in detail to provide for proper balancing. He offered to do the Manasquan Bridge work for 3% instead of 1%.

Bascule Bridges ✓

State Highway Engineer Sloan advised that with reference to the Big Timber Creek Bridge, there was difficulty experienced with the Federal Government which would necessitate the hold up of approval on the same for sometime. Mr. LaChicotte was requested to advise whether his company was willing to give up consideration of the Big Timber Creek Bridge at this time and after further discussion, it was agreed by Mr. LaChicotte and the State Highway Commission that the agreement between the Chicago Bascule Bridge Co. and the State Highway Commission shall be for the plans and engineering service on the Bass River Bridge on Route 4 at 3%; and on Manasquan River Bridge on Route 4 at 3%, and the State Highway Commission withdrawing the proposal on Big Timber Creek. Commissioner [illegible] moved that the State Highway Commission enter into a contract with the Strauss Bascule Bridge Company for plans and engineering service in accordance with the above. This was seconded by Mr. Stewart and adopted.

Route 5, Netcong ✓

State Highway Engineer Sloan presented to the Commission a report on conditions existing in the town of Netcong on Ledgewood Ave. and [illegible] Street, which streets are used as connecting links to Route 5. The estimated cost of this work as made by the Maintenance Department was $[illegible].00. Superintendent of Maintenance [illegible] was present and explained the type of construction which it was proposed to place in Netcong. On motion by Mr. Stewart, seconded by Mr. [illegible], the State Highway Commission directed that the maintenance of connecting link of Route 5, through Netcong, be undertaken by the Maintenance Department at an estimated cost of $[illegible].00.

Maintenance Division Report

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Maintenance Division Report ✓

Superintendent of Maintenance Muir, as directed at the former meeting of the Commission, was present and presented a detailed report of the progress made by the Maintenance Division up to this time. He informed the Commission that the routine maintenance on all roads was progressing in a satisfactory way, and was as satisfactory as could be expected in view of the fact that this was a continuous operation. He reported that the repairing and resurfacing work is now 47% complete and he reported that it will take an additional month for the completion of the balance. He further reported that it was not necessary to detour on any of the work being done by the Maintenance Department. Mr. Muir advised that the delivering of materials was progressing very satisfactorily, and at the present time the labor situation is also satisfactory, since at this last report made a month ago there were 506 free laborers, while on June 16th there were 689. Mr. Muir advised that from a study made of the conditions existing at this period and the same period a year back, he could report that the work of the Maintenance Division was as far advanced even though there was a two months delay in the early spring as it was on the same date last year and he believed that the first of August would see the largest percentage of work of the Maintenance Division completed. He also reported that in a study of the finance statement, it appeared that the maintenance work could be done within the estimate as made up by the Maintenance Division at the beginning of the year.

Commissioner Stewart advised that he had four complimentary reports as to the conditions of the repairs on State highways and he desired to pass it along to Mr. Muir.

Dust Laying, Route 4 ✓

Commissioner Kilde presented to the Commission a communication received by him from Mrs. J. I. Dusenberry, complaining of the conditions of the road from Sea Girt to Manasquan and to Brielle and asking that there be some relief given on this section of Route 4 from the dust situation. Superintendent of Maintenance Muir advised that this section was proposed for reconstruction and no effort had been made to put any dust layer on this section pending this work. Commissioner Kilde suggested that some effort be made to sprinkle this road. Commissioner Stewart voiced his objection to undertaking the sprinkling of any section of road in view of the fact that this would open up a costly precedent for the State. After further discussion, Commissioner Kidde moved that the communication be received and referred to the Engineering Division in order that arrangemements can be made to properly lay the dust on this section of Route 1. This was seconded by Mr. Jolin and adopted.

Amiesite Paving –

Route 9, Section 3, Bridges. ✓

State Highway Engineer Sloan called attention to Item 25 of the Schedule of Business in which he recommended that the Superintendent of Maintenance be authorized to purchase approximately 15 tons of Amiesite to complete the paving on two bridges on Route 9, Section 3. He advised that this recommendation was made in view of the fact that the sum involved was very small and that this material could be handled most economically. Commissioner Jolin suggested that in order to create competition that several prices be obtained for bituminous surfacing in that locality and Commissioner Kidde moved that the recommendation of the State Highway Engineer for the paving of two bridges on Route 9, Section 3, be approved and that the work be done with Amiesite if found necessary and cheapest. This was seconded by Mr. Jolin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jolin, the State Highway Commission recessed for luncheon at 1:00 P.M. to meet in regular session at 2:30 P.M.

The Commission reconvened at 2:30 P.M. with the same members present as at the morning session.

Morris Canal Property ✓

The Secretary presented a communication from Dr. L. M. Hammel advising that due notification would be given to the State Highway Commission when the disposition of the Morris Canal is taken up. On motion, duly seconded, the communication was ordered received and the Secretary was requested to formally request such a hearing.

A. G. A. Signs ✓

The Secretary presented for the information of the Commission a resume of the agreement with the American Gas Accumulator Company for highway flash beacons. The items covered were as follows: term, twenty years from March 1st, 1921; to be no other sign or device

device within 150 yards of any light house; Commission may rent same at $100.00 per year if advertising matter is removed, upon three years notice in writing; company to install not less than 100 signals per year; Commission may purchase signals upon three years notice at $300.00 each; the company may cancel agreement upon one years notice in writing. On motion, duly seconded, the report was ordered received and placed on file.

Route 15, Leesburg Cut-off ✓

State Highway Engineer Sloan recommended approval of plans and specifications for the grading and gravelling of Route 15, Leesburg Cut-off, Cumberland County, with further recommendation that the work be performed under agreement with the Department of Institutions & Agencies by inmate labor of the prison farm at Leesburg. Commissioner Kidde moved that the plans and specification be approved for Route 15, Leesburg Cut-off, Cumberland County, and that the State Highway Engineer take this matter up with the Department of Institution & Agencies for the preparation of a proper contract the same to be presented to the State Highway Commission for its approval. This was seconded by Mr. Stewart and adopted.

Route 5, Netcong ✓

State Highway Engineer Sloan presented plans and specifications for grading of Route 5 at Netcong. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the grading and drainage of Route 5 at Netcong, New Jersey, and
>
> BE IT FURTHER RESOLVED that the Chairman is directed to sign the necessary papers when in form and the Secretary is directed to place the necessary advertisements for this work.

Route 2, Section 4, Burlington ✓

State Highway Engineer Sloan presented plans and specifications and recommended approval for the grading of a road and construction of three bridges on State Highway Route 2, Section 4, through the City of Burlington. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the grading of a road and construction of three bridges on State Highway Route 2, Section 4, through Burlington, and

BE IT FURTHER RESOLVED, that the Chairman is directed to sign the necessary papers when in form and the Secretary is directed to place the necessary advertisements for this work.

Route 4, Section 21

State Highway Engineer Sloan reported to the Commission that he was prepared to recommend the award of contract for Route 4, Section 21, Point Pleasant-Laurelton, to Michael Staub, on his lowest bid of [illegible] in the amount of $[illegible], but as yet there had been no approval given by the Federal Bureau of Public Roads of the project statement applying Federal aid on this section of work. This matter was consequently held over until the next meeting.

Kavanaugh, Sub-Contractors

State Highway Engineer Sloan presented to the Commission a communication from Mr. Charles J. Kavanaugh, contractor on three jobs awarded to him by the State Highway Commission. Mr. Kavanaugh advised the Commission that he had sublet the entire work on Route 6, Section 2-A, [illegible], Road to William A. [illegible] of 100 [illegible] St., Newark, that he has sublet all the excavation, grading, removal of trees, installation of curbs, gutters, etc., on Route 10, Section 5, to John A. Lee & Brothers of [illegible], N. J.; also that he has contracted for all the steel for the three contracts awarded to him with the Kalman Steel Company, of 110 West 42nd Street, New York City; for reinforced concrete pipe with the Lock Joint Concrete Pipe Co. of 41 East 42nd St., New York City; for cast iron pipe with the American Casting Co. of Birmingham, Alabama; for cast iron catch basin, manhole heads and lamp holes with the S. M. L. Valve and Hydrant Co. of 55 Broad St., New York City; for all cement with the [illegible] Portland Cement Company of Philadelphia, Pa.; and for sand and gravel from the [illegible] Sand & Gravel Company of Spring Lake, N. J. State Highway Engineer Sloan recommended that the sub-contractors as referred by Mr. Charles J. Kavanaugh for Route 6, Section 2-A, and Route 10, Section 5, be accepted by the State Highway Commission and also that the materials purchased for the work from the companies named be accepted as being the proper materials, complying with the specifications. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication of Mr. Kavanaugh be received and the recommendations of the State Highway Engineer be approved.

Route 5, Section 10. ✓

State Highway Engineer Sloan reported on bids received for Route 5, Section 10, Chatham to Brantwood on which the low bidder was Ralph Sangiovanni, who at the present time has two contracts for State Highway Construction on which the time of completion has been exceeded by 75% and he was not prepared at this time to recommend award to the low bidder. The second low bid was submitted by Graham VanKeuren at $293.50 in excess of the low bid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that Ralph Sangiovanni the low bidder on Route 5, Section 10, be requested to appear before the State Highway Commission at its next meeting.

Detour, Route 13. ✓

State Highway Engineer Sloan presented a report on detours for Route 13, Trenton to Princeton Section, as directed by the State Highway Commission at its last meeting. State Highway Engineer Sloan reported that the cost of placing the Ridge Road in proper shape for a distance of 2.6 miles was $6605.00. Chairman Scott urged that this road be made a detour in order that the heavy truck traffic could be detoured before reaching Princeton, rather than being brought through the town. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the marking of official detour of the Ridge Road and that it be repaired at an estimated cost of $6605.00.

Route 4, Section 9,
Smithville-Mullica River ✓

State Highway Engineer Sloan presented to the Commission the request of Atlantic County for reimbursement on account of work done by forces of the Atlantic County Road Supervisor in maintaining a detour around Route 4, Section 9, between Smithville and Mullica River, the total amount of this work being $473.25. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the payment to Atlantic County of the sum of $473.25 on account of expenses incident to the maintenance of detour around Route 4, Section 6, Smithville-Mullica River Section.

Accounting & Tabulating Machine ✓

State Highway Engineer Sloan presented to the Commission the recommendation of the Chief Clerk and the Chief Auditor for the installation and operation of a tabulating machine system of cost accounting by the Tabulating Machine Co., the cost of the same to be for one automatic card sorting machine at a rental of $70.00 per month; and the purchase of two punches at $100.00 each, one at $150.00 and one verifying machine at $120.00. State Highway Engineer Sloan recommended that the Commission approve this purchase in order that it may secure statistical information for the Accounting Department, which is now impossible to get, unless a great amount of time is consumed. On motion by Mr. [illegible], seconded by Mr. Stewart, the State Highway Commission approved of the installation of the Tabulating Machine Outfit and authorized an agreement to be entered into with the Tabulating Machine Company in accordance with the request of the Accounting Department.

Detours ✓

State Highway Engineer Sloan recommended to the Commission the adoption of official detours on Route 8, Section 1, Smith Mills-Charlottesburg and Route 4, Section 20, Manasquan River to Sea Girt Section. On motion by Mr. Stewart, seconded by Mr. [illegible], the State Highway Commission approved of the following official detours for Route 8, Section 1, Smith Mills-Charlottesburg, and Route 4, Section 20, Manasquan River-Sea Girt Section:

Detour, Route 8, Section 4.

Beginning in Charlottesburg at the intersection of Route 8, and the road to Macopin; thence (1) northwardly along the Macopin Road, bearing to the right at the fork near Macopin Lake, to Macopin; thence (2) to the right and southeasterly to the Echo Lake-Smith Mills Road; thence (3) to the right and southeasterly along said road leading to Smith Mills, at the fork bearing to the left and easterly and southeasterly along the Butler Road to the intersection of Route 8 in Butler.

Detour, Section 20, Route 4.

Beginning at the intersection of Higgins Avenue and Ashley

Avenue, north of Manasquan River Bridge; thence (1) north on Ashley Avenue to Union Lane; thence (2) to the left on Union Lane across Route 4 to South Street; thence (3) to the right along South Street through the Boroughs of Brielle and Manasquan to Main Street; thence (4) to the right on Main Street one hundred (100) feet more or less to Broad Street; thence (5) to the left along Broad Street and Manasquan Turnpike to the intersection with Route 4, south of Wreck Pond.

Ratings Increased

State Highway Engineer Sloan recommended to the Commission that approval be given to a recommendation of the Laboratory Division for the establishment of the grade of Assistant Junior Testing Engineer and Assistant Junior Testing Chemist, at the minimum salary of $125.00 per month and the fixing of the salary schedule for Testing Engineer and Testing Chemist at a minimum of $200.00 and maximum of $245.00, and for Senior Testing Engineer and Senior Testing Chemist at a minimum of $250.00 and maximum of $325.00 per month. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed the recommendation of the State Highway Engineer be referred to the Civil Service Commission for establishment of salary schedule as recommended.

Township Aid, Mercer County

State Highway Engineer Sloan recommended approval of supplemental agreement for the surface treatment of the Harbourton-Bear Tavern Road, Hopewell Township, Mercer County, work to be performed from Township Aid Account, State Share $375.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the apportionment of $375.00 for surface treatment to the Harbourton-Bear Tavern Road, in Hopewell Township, Mercer County.

Township Aid, Burlington County

State Highway Engineer Sloan recommended acceptance of the completed work of the Lower Bank Road, Washington Township, Burlington County, said acceptance carrying also approval of final force account statement. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and accepted the Lower Bank Road, Washington Township, Burlington County, also giving approval to the force account statement.

Laurel Avenue Bridges, Essex Co.

State Highway Engineer Sloan recommended acceptance of completed bridge on Laurel Avenue, Essex County, State Aid. Commissioner Kidde reported the work to be in very good shape, except for the ballustrades which he understood were being reconstructed and he moved acceptance of Laurel Avenue Bridges by the State Highway Commission. This was seconded by Mr. Stewart and adopted.

Route 8, Lines Property

State Highway Engineer Sloan presented to the Commission a report on his investigation as to the cost of moving the house on the Lines Property or the construction of a new bungalow on this site and he recommended to the Commission that formal notice be given to the tenant to vacate the present house in order that the construction of the highway at this point on Route 8 may be completed without further delay. Commissioner Kidde suggested that a communication be forwarded to Mrs. Lines explaining the results of the findings of the State Highway Engineer to the effect that she could use the moneys now on deposit with the Court of Chancery for the purpose of erecting a new home or the removing of her present home, in order that the road may be completed. All of the Commissioners offered suggestions as to the composition of this communication and after further discussion, Mr. Kidde moved that the following communication be forwarded to Mrs. Lines and that action in accordance therewith be taken by the State Highway Commission.

June 30, 1923.

Mrs. Catharine Lines,
Riverdale, New Jersey,
Pequannock Township,
Morris County.

Dear Madam:

The former State Highway Commission, under due process of law, has condemned a portion of your property. You were awarded by the Condemnation Commission the sum of eleven thousand and fifty dollars ($11,050.00). This money has been on deposit to your credit with the Court of Chancery since August 9th, 1921.

We are receiving constant complaints of the dangerous condition in front of your property; of danger to life and limb; and we cannot in justice to the public allow this condition to remain any longer.

We are informed that you can erect a suitable bungalow for between seven thousand dollars ($7,000.00) and nine thousand dollars ($9,000.00), or that you can have your house removed, proper foundations made, etc. for approximately the same amount, which would permit you to operate your farm.

We expect to start the construction of this portion of the road on August 15th, 1923, and will have to possess ourselves of the land at that time. Your house will be untenantable thereafter.

In this connection we beg leave to call your attention to the fact that there is due from you to the State for rental of property which you have continued to occupy, an amount equal to 6% of the amount of award to you, which, as above stated, has been deposited with the Court of Chancery to your credit.

Very truly yours,

STATE HIGHWAY COMMISSION.

Per A. Lee Grover, Secretary.

This was seconded by Mr. Jelin and adopted.

Detour, Perth Amboy

State Highway Engineer Sloan presented a telegram from the City of Perth Amboy concerning a detour for Route 4 traffic, through the City of Perth Amboy, since the detour previously adopted was now torn up on account of underground construction.

Route 6, Section 15, Track Paving

State Highway Engineer Sloan recommended to the Commission the approval of agreement with the Public Service Railway Co. for furnishing of track material, labor and paving on State Highway Route 6, Section 15, Gloucester City, it being understood that the Public Service Railway Co. agrees to reimburse the State in equal installments over a period of five years to an amount of $3165.00. Commissioner Kidde stated that he would ask that provisions be made in this agreement to insure the block being replaced in as good condition as when first laid in the event it is necessary to open up the pavement between the tracks and he moved that approval be given to an agreement with the Public Service Railway Co. for the reconstruction and repaving of trolley tracks on State Highway Route 6, Section 15, Gloucester City, funds to be provided by the State in an amount of $46,025.00 and reimbursement to be made by the Public Service Railway Co. in equal installments over a period of five years to an amount of $31,065.00 the difference being the eventual cost of the work to the State. This was seconded by Mr. Stewart and adopted. Commissioner Kidde suggested that if possible a three year financing shceme be worked out rather than five years.

Public Hearing ✓

Commissioner Jelin called attention to the fact that he had arranged for a public meeting to be held at New Brunswick City Hall on Friday, June 29th, for the purpose of hearing all parties interested in the construction of a new bridge over the Raritan River at the location of the New Jersey College for Women, New Brunswick.

Absecon Boulevard ✓

State Highway Engineer Sloan presented a communication received from County Engineer A. H. Nelson, giving further information with reference to the action taken by the Board of Freeholders of Atlantic County for the reconstruction of the Absecon Boulevard, requesting a formal statement from the State Highway Commission of its criticism or comments in connection with the construction of this work by the County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and filed with the knowledge that the proper information has already been forwarded to the County of Atlantic.

Office Space ✓

The Secretary presented a communication from the Directors of the Broad Street National Bank of Trenton, advising that two floors of 11,100 sq. ft. of rental space in both, will be given to the State Highway Commission at the rate of $1.60 per sq.ft. providing the offices are arranged according to plans, no alterations to be made at this price unless a five year lease is given. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be referred to the State Highway Engineer for preparation of sketch showing the amount of floor space needed and the lay out of the offices of the State Highway Commission in the event a lease is taken upon the new property until June 1st, 1925.

Hunterdon County Motor Vehicle Aid ✓

The Secretary presented a communication from O. P. Opdyke, County Road Supervisor of Hunterdon County, calling attention to the condition of the Flemington-Whitehouse Road and requesting assistance to the amount of $8,666.90. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be received and that Mr. Opdyke be informed that there are at the present time no funds from which the State Highway Commission could aid on this work.

Employments

State Highway Engineer Sloan presented to the Commission a list of employments as approved by him since the last meeting of the Commission and recommended their approval by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following list of employments as made by the State Highway Engineer:

July 1, 1923	Robert C. McKenny	Title Searcher	$140.00
June 18 "	John Hemseth, Jr.	Rodman	90.00
" 25 "	Wm. R. Hersohn	Asst.Jr.Test.Chem.	125.00
" 18 "	S. W. Fishler	Clerk	90.00
July 1 "	Jesse P. Achley	Grav. Patrolman	75.00

Hourly Basis

June 20, 1923	Irving Schwartzman	Gen.Asst.	.50
" " "	T. P. Doell	" "	.45
" 19 "	L. T. Cutterly	" "	.45
" 18 "	S. R. Schmid, Jr.	Mechanic	.65
" 16 "	W. C. Miers	M. T. D.	.40
" 12 "	Earl Maxwell	" " "	.40
" 16 "	Haywood Addison	" " "	.45
" 16 "	W. C. Dennellen	" " "	.45
" 16 "	Frank Mullen	" " "	.50
" 11 "	Maskill Paxson	" " "	.45
" 12 "	J. E. Bowen	" " "	.40
" 19 "	W. E. Ertl	" " "	.40
" 12 "	Gilbert Cramer	" " "	.40
" 19 "	Leonard Lipman	" " "	.45
" 16 "	Samuel Hooey	" " "	.45
" 22 "	F. M. Strehle	" " "	.45
" 24 "	Michael Lesnak	" " "	.45

Bridge Inspectors

State Highway Engineer Sloan presented to the Commission a certification of men already employed in the Bridge Division as Bridge Construction Inspector and who had qualified for reappointment by new examination and he recommended that reappointment be made effective June 14th. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer in reappointing the following men as Bridge Construction Inspectors:

James M. Hynes
John L. Fitzgerald
Robert H. Robson
William F. Borden
Charles W. Wean
Arthur J. Lichtenberg
Ralph H. Davis
Albert S. Herron

Revetment Contract, Route 4

State Highway Engineer Sloan presented to the Commission a copy of telegram forward to L. B. Harrison, contractor, for trimming slopes and revetment work on Route 4, approach to the proposed new Manasquan River Bridge, in which he recommended that the contract of L. B. Harrison be declared abandoned and the retained percentage be forfeited unless word was received from L. B. Harrison by 10:00 A. M. of the morning of this meeting. He advised that no reply had been received and he recommended that abandonment of the contract be declared and that the State Highway Commission make other arrangements for the completion of the work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Route 10, Right-of-Way

Commissioner Kidde reported that he had received photographs from William H. Schoonmaker of Montclair with reference to the conditions existing on the Shafer Property on Route 10. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication of thanks be forwarded to Mr. Schoonmaker in appreciation of his interest in reporting on Route 10 conditions at the Shafer Property.

Extension Route 1 and 13

The Secretary presented a resolution from the City Commission of New Brunswick, granting extension of time for the completion of Route 1 and 13, Albany and French Street, New Brunswick, for sixty working days. State Highway Engineer Sloan advised that this work was being held up by trolley construction through New Brunswick and Mr. Jelin moved that approval be given to the extension of time as made by the City of New Brunswick. This was seconded by Mr. Kidde and adopted.

Morris County Repairs

State Highway Engineer Sloan reported to the Commission that in view of the fact that the Attorney General had ruled that the County of Morris could not extend its last year contracts for repair materials, the County of Morris had received bids this year and was ready to make award upon approval of the State Highway Commission. Commissioner Kidde stated that it was with regret that the County of Morris could not make use of last year's bids in view of the fact that they were lower than the present year, but inasmuch as it was a matter of law he would move that the State Highway Commission approve of the bids as received by Morris County and express regret that the law makes it necessary to pay the higher prices. This was seconded by Mr. Jelin and adopted.

Barber Asphalt Company Mixers ✓

The Secretary reported that a delegation was present at the request of Chairman Scott, representing the Barber Asphalt Company. On motion , duly seconded, a hearing was granted. There appeared before the Commission Messrs. Wells, Barrett and Warden, of the Barber Asphalt Company, offering to the State Highway Commission the latest improved machines for use in maintenance work for mixing asphalt on the jobs without taking any royalties from the State and without placing any restrictions as to the use of materials in the machine. The Commission expressed appreciation for this offer from the Barber Asphalt Company and advised that they would give these machines consideration when the need arose for the same.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 4:30 P.M. to meet in regular session on Thursday, July 5th, at 12 o'clock noon.

Respectfully submitted,

A. LEE GROVER

Secretary.

MINUTES OF MEETING - JULY 5, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, N. J., Thursday, July 5, 1923. The meeting was called to order by Chairman Scott at 11:00 A.M.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Mr. Percy H. Stewart until noon.

Route 5, Section 10 ✓

The Secretary reported that in line with the request of the State Highway Commission at its last meeting, a hearing had been arranged for Mr. Ralph Sangiovanni, the low bidder on the construction of Route 5, Section 10, Chatham to Brantwood. On motion, duly seconded, a hearing was granted. Mr. Sangiovanni appeared with Mr. DeVoe, his counsel, and Mr. John Brahney, Agent for the Globe Indemnity Co. representing the bonding company. Mr.DeVoe pleaded the case of Mr. Sangiovanni urging that the State Highway Commission award the contract for Route 5, Section 10, on the ground that Mr. Sangiovanni was both the low bidder and a responsible bidder. He cited other work on which Mr. Sangiovanni had performed satisfactory service, and he also presented information to show that delays in the work being performed on Route 16, were not entirely the fault of Mr. Sangiovanni, but were due to delays in the receipt of materials on account of strikes; he further advised that Mr. Sangiovanni was financially able to perform this work and that if awarded the contract, Mr. Sangiovanni would give this work his entire attention and would not undertake any other work during the season. Mr. DeVoe further informed the Commission that Mr. Sangiovanni had $100,000.00 worth of equipment to place on the work in a week, since he had practically completed the concreting of his other jobs in Somerset County. Mr. Sangiovanni himself asked that this job be awarded to him in view of the fact that he has sufficient equipment and proper organization and he was ready to begin the work immediately under his own personal supervision; it being his purpose to handle one job at a time. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission deferred taking any action as to the award of this contract until the arrival of Mr. Stewart.

Tree Conservation

The Secretary presented a communication from Hon. F. M. P. Pearse, Secretary to the Governor, inclosing a copy of a letter written by him to telephone and electric companies regarding injuries to trees in the erection of poles and wires. Commissioner Kidde suggested that the State Highway Engineer be instructed to advise all Department Heads of the fact that the State Highway Commission is highly desirous of sparing the trees on State highways wherever possible, and that a report of this action be forwarded to the Secretary of the Governor, and he further moved that the Maintenance Division be instructed to review the form of contract now entered into between the State Highway Department and Public Utilities for the erection of poles toward the end that trees will not be unduly disturbed. This was seconded by Mr. Jelin and adopted.

Right-of-Way, Amboy Bridge

State Highway Engineer Sloan reported to the Commission that he had been in conference during the morning with Mr. C. W. Hudson, Supervising and Designing Engineer on the new Amboy Bridge relative to the property damage on the line of the proposed new bridge and he would suggest that Mr. Hudson appear before the Commission to discuss the matter. Mr. Hudson appeared and outlined for the Commission the proposed property damage on the properties of the National Fire Proofing Company and the Pardee Tile Works. After Mr. Hudson had concluded his outline of the damage, Mr. Kidde suggested that it would be of valuable assistance to have some reputable industrial Engineer make a survey of the property and prepare an estimate of the cost of replacing any property which might be in the line of the bridge. Commissioner Jelin suggested that in addition real estate appraisers be secured who could fix a proper value for the buildings and land taken. Mr. Hudson advised that he would endeavor to follow out the suggestions offered. State Highway Engineer Sloan inquired of the Commission whether the Commission would approve of specification being returned to the printer for submission of proof. On motion, duly seconded, the Commission directed that specifications for the new Amboy Bridge be forwarded to the printer in order that proof may be submitted to the Commission before final approval is given.

Commissioner Kidde moved that the State Highway Engineer and the Right-of-Way Engineer be prepared at the next meeting to report on the date on which the advertising for the work will be fixed. Commissioner Jelin suggested that at the next meeting the State Highway Engineer present his recommendations for appraisers on the new Amboy Bridge.

New Lisbon-Four Mile Road

The Secretary informed the Commission that Mr. Howarth who was interested in the claim made by A. J. Milmoe on the New Lisbon-Four Mile Road was present and desired ahearing with reference to the further consideration being given the claims of Mr. Milmoe. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the entire matter be referred to the State Highway Engineer for disposition and report to the State Highway Commission.

On motion, duly seconded, the Commission recessed for lunch to meet in regular session at 2:30 P. M.

The Commission reconvened at 2:30 P.M. as agreed.

Route 5, Great Meadows

State Highway Engineer Sloan reported to the Commission that in conference with General Scott, he had attended a public meeting held at Great Meadows, N. J. for the purpose of ascertaining local feeling with reference to a change in the line of construction for Route 5 at the Great Meadows grade crossing. Mr. Kidde advised that it was practically a unanimous opinion among the residents of Great Meadows that the State Highway Commission should not change the line on which the contractor was now working and which line was laid out by the former State Highway Commission. The residents were even willing to permit the grade crossing to remain rather than destroy the Village of Great Meadows, which they maintained would be the result if the new line as recommended by the State Highway Engineer was adopted. The Commissioners considered at length the various ways and means for adopting the recommendations of the State Highway Engineer without disturbing Great Meadows, and after this deliberation Mr. Kidde moved that the line for Route 5, through Great Meadows be continued on the work as to present projected, following the plans of the former State Highway Commission; the grade crossing eliminations to take place in accordance with the agreement as already drawn up and awaiting execution by the State Highway Commission, this motion giving authority to the Chairman to sign the necessary agreements with the Lehigh and Hudson River Railway Co.

Commissioner Stewart, in seconding Mr. Kidde's motion, stated that he did so with regret and only because it appeared to be the only solution to the moral questions involved.

State Highway Engineer Sloan requested authority to advertise the plans for Route 5 through Great Meadows, and on motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for the necessary work on the approaches to grade crossing eliminations on Route 5 at Great Meadows, and directed the Chief Clerk to place the necessary advertisements for the same.

Route 5, Section 10,
Chatham-Brantwood

State Highway Engineer Sloan requested consideration of the award of contract for Route 5, Section 10, Chatham to Brantwood on which Mr. Sangiovanni had appeared at the morning session and he agreed to carry on the work personally, and he recommended that in view of the fact that Mr. Sangiovanni will not take any other contract until the completion of Route 5, Section 10, and also that this work will have his personal attention; and also with the strong assurance of the Bonding Company that they indorse the work of Mr. Sangiovanni, he would recommend the award to Mr. Sangiovanni. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> BE IT RESOLVED, that the contract for the construction of Route 5, Section 10, Chatham to Brantwood, be and the same is hereby awarded to Ralph Sangiovanni of Newark, New Jersey, on his the lowest bid amounting to 109.8% of the Engineer's estimated units of cost, or a contract amount of $161,132.54, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts on behalf of the State Highway Commission after approval by the State Highway Engineer.

Route 4, Section 21,
Point Pleasant-Laurelton

The Secretary reported that information had been received from the Federal authorities to the effect that Federal Aid had been approved for the work on Route 4, Section 21, Point Pleasant to Laurelton, on which Michael Staub was low bidder. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolutipn:

BE IT RESOLVED, that the State Highway Commission does hereby award the contract for the construction of Route 4, Section 21, Point Pleasant to Laurelton, to Michael Staub of Pitman, New Jersey at his the lowest bid amounting to 102.3% of the Engineer's estimated units of cost or a contracting amount of $263,625.67, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract when in form.

Extensions of Time

State Highway Engineer Sloan reported to the Commission that he had received a communication from the Somerset County Board of Freeholders, granting an extension of time to Ralph Sangiovanni for the completion of Route 16, Section 3, to August 1, 1923, and on Route 9, Section 8, to August 15, 1923, and he recommended approval by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the extension of time to Mr. Sangiovanni for Route 16, Section 3, to August 1, 1923, and Route 9, Section 8, to August 15, 1923. Mr. Kidde explained that his motion was made with the understanding that there were to be no further extensions of time granted on either of these sections of road.

Route 5, Great Meadows

The Secretary presented a communication from Mr. A. C. Aber urging the Commission's consideration of the request of the residents of Great Meadows for the grade crossing to be eliminated on the old line as laid out. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission ordered the communication received and placed on file and directed the Secretary to notify Mr. Aber of the action taken by the Commission.

Route 18 Taken Over

The Secretary presented a stenographic report of a hearing held at Hackensack on the matter of the taking over of a portion of State Highway Route 18, from the New York State Line to a point at or near the Englewood approach. On motion, duly seconded, the report was ord red received and placed on file.

Route 10 Alignment

Commissioner Kidde reported to the Commission the receipt of a communication from Mr. George A. Pheiffer, who had apparently studied the situation existing on Route 10 and was prepared to offer suggestions for a change in the line from that recommended. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and referred to the State Highway Engineer for investigation, he to advise Mr. Pheiffer of the difficulties of the suggestions made by him.

Amboy Bridge Memorials

The Secretary presented a communication from Mr. J. F. Clevenger, Editor of the Perth Amboy Evening News with further reference to the incorporation of some memorial features in the proposed new State Highway Bridge over the Raritan River between Perth Amboy and South Amboy, in which communication he advised that this idea had been indorsed and had the support of all Civic organizations in addition to the American Legion of Perth Amboy and Middlesex County. The State Highway Engineer stated that he had given this matter thought and felt that some plan could be worked out whereby proper tablets could be erected on the bridge as a memorial feature. Commissioner Kidde moved that the communication be referred to the Chairman and State Highway Engineer with the idea that they will be able to develop with Mr. Clevenger of Perth Amboy some memorial features which might be placed on the bridge, and in order that the same might be incorporated in the bridge design, a copy of this action to be forwarded to Mr. Clevenger. This was seconded by Mr. Jelin and adopted.

Route 11, Clifton and Passaic

The Secretary presented a communication with resolution from the Board of Freeholders of Passaic County requesting that in line with the conference between County Engineer Ferguson and the State Highway Commission it was proposed to construct and improve Main Avenue in the City of Clifton and Passaic Avenue from the Essex County Line to Brook Avenue in the cities of Clifton and Passaic, connecting link on Route 11, under provisions of Section 9 of Chapter 14, Laws of 1917 (State Highway Act concerning Connecting Links) rather than under Chapter 10, Laws of 1919, (Motor Vehicle Bond Retirement Plan) and recommended approval by the State Highway Commission on the basis of the State's sharing in 50% of the cost of this work. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the work on Main Avenue in the City of Clifton, and Passaic Avenue in the Cities of Clifton and Passaic, connecting link on Route 11, being improved under provisions of Chapter 14, Laws of 1917 instead of Chapter 10, Laws of

1919. This approval signifies only a transfer of the funds from which this work will be done. The Secretary reported that in connection with this the county of Passaic desired that the State Highway Commission share the construction of Main Avenue, Sections 1 and 2, in the City of Clifton, connecting on State Highway Route 11, to the extent of one-half the cost of the work, it being understood that the said 50% will not exceed $60,000. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the payment by the State of one-half the cost of the construction of Main Avenue, Sections 1 and 2, in the City of Clifton, County of Passaic, connecting link on Route 11, said 50% not to exceed $60,000. and with the understanding that care will be exercised in the supervision by the State of the work as performed in Passaic County.

Invitations-Hunterdon County

The Secretary presented a communication from the Board of Freeholders of Hunterdon County inviting the Commissioners to be the guests of the Hunterdon County Board of Freeholders at a dinner to be given to the State Association of Freeholders, at the Hunterdon County Country Club at Clinton, N.J. at noon on Monday, July 9, 1923. On motion, duly seconded, the Secretary was directed to accept the invitation on behalf of the Commission and advise that Chairman Scott would attend for the Commissioners.

Traffic Signals Route 8

The Secretary presented a communication from the Borough of Riverdale requesting that a stationary signal be placed on State Highway Route 8 at the junction of the Hamburg and Pompton Turnpikes. The Secretary also presented a report from the State Highway Engineer advising of the dangerous condition at this point and of the further dangers which would arise through the placing of a stationary signal at this very busy corner. On motion, duly seconded, the communication was ordered received and referred to the State Highway Engineer for consideration with the Borough of Riverdale.

Traffic Signals, Route 9

Commissioner Stewart presented a communication forwarded to him by the Borough Clerk of Bound Brook, New Jersey, concerning the placing of traffic posts in the center of Union Avenue, Route 9 at the intersection of the streets. The Secretary informed the Commission that a rule of the Department had always been that traffic posts may be placed in the center of intersecting streets and not in the middle of State Highway Routes. Commissioner Stewart directed that the Secretary inform the Borough Clerk of Bound Brook as to this provision.

Morris County Repair Bids

The Secretary presented a communication from Hon. Charles A. Rathbun, County Counsel of Morris County, with further reference to the matter of extension of contract for the furnishing of repair materials on Morris County roads, on which matter the Attorney General had ruled that the contracts of the county for the year 1922 could not be extended into 1923. Mr. Rathbun took exception of the opinion of the Attorney General and asked that reconsideration be given on the basis of the claim as made in the letter of his dated June 30th. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be referred to the Attorney General's Department with the request for information as to whether there was anything contained in this communication which would modify the opinion as rendered, and the Secretary was directed to advise Mr. Rathbun of the fact that the Commission takes pleasure in presenting this matter again to the Attorney General's Department.

Route 16, Section 2, Far Hills

The Secretary presented a communication from Far Hills Fair Association concerning progress on Route 16, Section 2, Far Hills to Bedminster Section, with reference to the possibility of its being completed prior to the annual fair at Far Hills, which occurs September 13, 14 and 15.

State Highway Engineer Sloan reported to the Commission that he had received a request for extension of time on Route 16, Section 2, as approved by the Somerset County Board of Freeholders to July 29th, 1923. He advised that it would probably be the month of September before the work would be completed. State Highway Engineer Sloan recommended that the extension of time be granted to the Engineering Construction Corporation for the completion of the work to July 29th, 1923, and that no further extensions be granted except for reasons which justify such an extension. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer with the understanding that no further extensions should be granted and that the Board of Freeholders of Somerset County be notified of the decision of the State Highway Department. The Secretary was also directed to notify the Treasurer of the Far Hills Fair of the action taken by the State Highway Commission.

Advisory Board

The Secretary presented a communication from the Board of Freeholders of Hudson County advising of the designation of Mr. T. J. Wasser as a member of the State Highway Advisory Board for the study of the Vehicular Tunnel traffic. On motion duly seconded, the communication was ordered received and the Secretary was directed to express the thanks of the Commission for the action taken in connection with the work of the Advisory Board.

Commissioner Kidde brought before the Commission the suggestion of Major Church of the Port Authorities who stated that it will be necessary for the State Highway Commission to consider motor truck trunk lines for heavy traffic. Major Church also stated that he felt that such trunk lines should be free entirely from grade crossings. Commissioner Jelin stated that revenues for such trunk license fees, and he suggested that a conference be arranged between the States of New York, New Jersey and Pennsylvania, looking toward the arriving at means for additional road building from increased motor vehicle truck fees. Chairman Scott suggested that recommendations along this line be incorporated in the annual report of the State Highway Commission to the Legislature.

Commissioner Stewart suggested that all items brought up for consideration on which Legislation is to be obtained, should be kept together in order that when the proper time comes they may be presented to the Legislature.

New Amboy Bridge

The Secretary presented a communication from the Strauss Bascule Bridge Company with further reference to the estimates on the New Amboy Bridge as prepared by that company. The report was in detail. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Maintenance Route 4, New Gretna

The Secretary presented a petition from the residents of the

Village of New Gretna, requesting relief from the dust nuisance on Route 4 at New Gretna, The State Highway Engineer reported that this section was one on which lignin binder would be applied as soon after bids were received as possible. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary inform the residents of New Gretna of the intentions of the State Highway Department to properly take care of the matter of dust laying through their village.

Route 1, Hackensack Bridge ✓

The Secretary presented for further consideration the report as prepared by Bridge Engineer Vogel concerning the temporary bridge over the Hackensack River on State Highway Route 1 extension. Commissioner Kidde inquired whether holdups being experienced at the present time, due to delays in bridge swings, was being occasioned by faulty construction. State Highway Engineer Sloan advised that as far as investigations had determined, these conditions were not due to the work of the contractor, but rather to the fact that the bridge was built on a pile foundation, temporary in nature, and it is almost impossible to hold a swing bridge on such a foundation, due to what must be a certain amount of settlement. Commissioner Kidde then suggested that the State Highway Engineer be instructed to place a surveyor on this bridge to take notes on settlement or movement in order that provisions may be made for counteracting the same. Commissioner Kidde then inquired as to the reason for the non-payment of the balance due the contractor on this work. The Secretary explained that this work was done under emergency approval from the State House Commission, and the approvals were not sufficient to cover the entire cost of the work done. When application was made by the former State Highway Commission it was not approved in time for meetings of the old Commission, and was then laid over until such time as a new Highway Commission was appointed. Commissioner Kidde, therefore, moved that in view of the circumstances, the State Highway Commission make request for additional State House Commission promise on the balance of the Hackensack River Bridge expense, and that the State Highway Commissioners present the same to the State House Commission. This was seconded by Mr. Jelin and adopted.

Route 16, Pluckemin

The Secretary presented a communication with resolution from the Somerset County Board of Freeholders together with petitions from tax payers and residents of Pluckemin and from the Bedminister Township Committee in reference to having the State Highway Commission place curbs and gutters on each side of the street through the Village of Pluckemin to prevent the flooding of the adjoining sidewalks and private properties. On motion duly seconded, the communication was referred to the State Highway Engineer to take up for consideration with the local authorities.

St. Joseph's Summer Camp

The Secretary presented a communication from the Morris County Board of Freeholders, transmitting a letter received by that Board from the Secretary of the St. Joseph's Summer Camp with reference to the condition of Route 5 near Hackettstown. On motion the communication was ordered received and referred to the State Highway Engineer for investigation as to the exact location of this property.

Route 5, Great Meadows.

The Secretary presented a communication with resolution from the Warren County Board of Freeholders with further reference to the matter of Route 5 and the grade crossing at Great Meadows, New Jersey, This matter having been disposed of earlier in the day, no action was requested.

Consulting Engineer Appointment

The Secretary presented an opinion from the Attorney General's Department with reference to the appointment of a special Consulting Engineer and the payment for such service in connection with the work of the Advisory Board, and which the Attorney General ruled as follows:

> "There is no express authorization in the statute for the appointment of such Advisory Board and any advice of any such Board would, of course, have to be acted upon by discretionary act of the State Highway Commission by majority vote. I find no authority in the statute for the employment of a Consulting Engineer to such an Advisory Board. I am, therefore, unable to advise that you have the authority to expend the State Highway money for this purpose."

Commissioner Kidde inquired whether the Attorney General had understood that the Consulting Engineer was being appointed to work of the State Highway Commission and not for the work of the Advisory Board. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was held over until the next meeting of the Commission.

"Highwayman"

The Secretary read a communication from Mr. H. E. Deats of Minneakoning Farm at Flemington, New Jersey, commending the Commission for its decision not to charge for the "Highwayman". On motion duly seconded the communication was ordered received and placed on file.

Schedule of Business

The Schedule of Business was next taken up for consideration item by item as follows:

Route 13, Trenton-Princeton

State Highway Engineer Sloan requested authority to advertise for the work of drainage and paving for Route 13, between Trenton and Princeton, work to be advertised in two sections, approval to be given subject to approval of plans and specifications by the State Highway Engineer. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

BE IT RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route 13, between Trenton and Princeton, and

BE IT FURTHER RESOLVED, that the Secretary is authorized to place the necessary advertisements after approval by the State Highway Engineer and the Chairman of the State Highway Commission.

Route 13, Trolley Tracks

The State Highway Engineer submitted to the Commission a proposed resolution for adoption in connection with State Highway Route 13 through Lawrence Township, and also a resolution which is to be adopted by Lawrence Township after it has been passed upon by the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution concerning the establishment of State Highway Route 13, through the Township of Lawrence, Mercer County, subject to interest at 5% on money advanced by the State, if same is possible.

WHEREAS, by an Ordinance duly adopted by the Township Committee of the Township of Lawrence in the County of Mercer and State of New Jersey on or about February 16, 1899, the Trenton Street Railway Company was authorized to construct, maintain and operate a street railway and to use electricity and electric motors as the propelling power of its cars, in, upon, and along the public highway known as the Lawrenceville Road in said Township of Lawrence; and

WHEREAS, with reference to that portion of said street railway which is described in said Ordinance as follows, "where the tracks pass through the village of Lawrenceville, beginning at the school property and continuing through the village to the Presbyterian Church," it was required by said Ordinance that the track should be constructed of nine-inch girder rails and that said rails should be laid eight feet from the curb line on the right hand side of the road going towards Princeton; and,

WHEREAS, by an Ordinance adopted on or about February 20th, 1899, the Board of Chosen Freeholders of Mercer County granted to the said Trenton Street Railway Company leave and permission to construct, maintain and operate said street railway; and,

WHEREAS, after the passage of the two Ordinances aforesaid, the said Trenton Street Railway Company constructed a line of street railway, with the necessary poles and overhead structures, in accordance with the terms and provisions of said Ordinances and under and by virtue of the authority conferred by the same, and ever since has been and now is operating and maintaining said street railway in the manner authorized by said Ordinances; and,

WHEREAS, since the passage of said Ordinances and the construction of said street railway, the State Highway Commission of New Jersey, acting by virtue of the authority conferred upon it by law, has taken over the said Lawrenceville Road as a State highway and is about to lay a concrete paving thereon, and has determined to change the location of the tracks and the type of rail of said street railway as the same runs through the said village of Lawrenceville;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission

(1) That the State Highway Commission will relocate and rebuild a portion of said track, including necessary poles and overhead, for a distance of approximately 4500 feet in length as the same passes through the village of Lawrenceville. the portion so to be relocated and rebuilt being shown on a certain map or plan on file in the office of the State Highway Commission, which shows the location both of the old track and the new track, with pole locations for necessary overhead, herein provided for, and which is hereby made a part of this Ordinance,

(2) That in relaying said tracks said State Highway Commission will use T rail of standard section weighing between 80 and 100 pounds per yard instead of nine inch girder rail, and will use Dayton resilient ties or creosoted ties, and that the cost of said rail and ties and of track fastenings, not to exceed the sum of Fifteen thousand dollars ($15,000.) shall be assessed against and borne by the said Trenton Street Railway Company, which is hereby given two years to reimburse said State Highway Commission for the same.

(3) That the Franchise of the said Trenton Street Railway Company and all the terms thereof are to remain in full force and effect, excepting as to the location of the tracks in the village of Lawrenceville as herein before stated.

On motion by Mr. Stewart, seconded by Mr. Kelly, the State Highway Commission approved of the form of resolution as presented by the State Highway Engineer for adoption of the Township Committee of Lawrence Township and directed that the Secretary forwarded a copy of same to the Township Committee in order that the action as recommended may be approved.

Route 9, Section 9,
Extension of Time.

State Highway Engineer Sloan presented for the Commission's consideration the request of the Crilly & Cannon Construction Company for an extension of time of eighty working days on Route 9, Section 9, this extension having already been granted by the County of Warren, where the work is being done under the Reimbursement Act. State Highway Engineer Sloan reported to the Commission that the specified date for the completion was eighty working days from July 1st, 1922, and an additional extension of eighty working days was approved on December 28th, 1922. He reported that the contract is now eighty per cent completed, and he recommended that only an extension of thirty days be granted and that the Board of Freeholders of Warren County be so notified in order that no further extensions may be granted except for good and sufficient reasons. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was approved and an extension of thirty working days was granted on Route 9, Section 9, Phillipsburg-Still Valley Section.

Fenwick Creek Bridge, Route 6

State Highway Engineer Sloan recommended approval of a second extension of fifty working days to contractor Samuel Campbell on Fenwick Creek Bridge, Route 6. The State Highway Engineer called attention to the fact that considerably over one-half the time embraced in this extension has already elapsed. He further recommended that no further extensions on the work will be approved. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendations of the State Highway Engineer for fifty working days extension on Fenwick Creek Bridge, same having been approved by the County of Salem.

Route 3, Section 11, Camden City

State Highway Engineer Sloan reported to the Commission in connection with Route 3, Section 11, in Camden City, that there are remaining about 1800 square yards of paving to be laid in order to connect between Haddon Avenue and the undercrossing of the West Jersey & Seashore Railroad, and he recommended that an allowance of $7,830.00 be made to the City of Camden they to agree to complete the paving of this highway and install the necessary curbs and gutters. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the payment by the State of $7,830. toward the improving of Route 3, connecting link in Camden City in accordance with the recommendation of the State Highway Engineer.

Route 14, Swainton-Marshall's Corner.

The State Highway Engineer presented a letter from Robert J. Kay of the Board of Freeholders of Cape May County, calling attention to the fact that the State Highway Commission had discussed the matter of construction of the pavement from Swainton to Marshall's Corner on Route 14, a distance of approximately eight miles, and he asked that the Commission give this consideration in the 1923 program. State Highway Engineer Sloan reported that plans and specifications for this section of highway are practically completed and he would recommend that it be advertised at an early date in order that it might be included as work that can be finished during this construction year. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

BE IT RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route 14, Swainton to Cedar Springs Station with reinforced concrete pavement, and

BE IT FURTHER RESOLVED, that the Chief Clerk is directed to place the necessary advertisement for this work after approval by the State Highway Engineer and the Chairman of the State Highway Commission.

Route 1, Section 14, Right-of-Way.

Commissioner Jelin reported in the matter of properties on Route 1, Section 14, required from Mrs. Matilda Herr and Mr. John N. Adams that he had learned after this matter was referred to him, that the price was agreed upon by the Right-of-Way Division and the owners of the properties, and he was ready to recommend that the Commission approve the purchase of property on Route 1, Section 14, from Mrs. Matilda Herr, 0.14 acres for $322.00 and from John N. Adams, 0.131 acres for $301.00, and he moved approval of this recommendation which was seconded by Mr. Kidde and adopted.

Right of Way, Route 2.

The Secretary presented a communication from the Right-of-Way Division for the purchase of property needed on Route 2, Section 5, from A. Brakely Estate for the sum of $500.00. This property had been appraised by Real Estate men at $600.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of property from A. Brakely Estate on Route 2, Section 5, the amount of .818 acres for the sum of $500.00. This property had been appraised by Real Estate men at $600.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of property from A. Brakely Estate on Route 2, Section 5, the amount of .818 acres for the sum of $500.00.

Route 6, Woodstown, Crossing.

The State Highway Engineer presented a report in connection with the construction of overhead bridge at Woodstown on Route 6 work being done by the railroad company and financed by the State, the State to be reimbursed by the Railroad Company. State Highway Engineer Sloan recommended that the Board of Freeholders of Salem County be advised that if they desired sidewalks and are prepared to pay for the construction of the same, the State Highway Commission will negotiate with the Railroad Company along the lines of having sidewalks added to the bridge, otherwise the work will be completed under the original agreement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Roads to State Institutions

State Highway Engineer Sloan submitted for the attention of the Commission a report on the requirements for the construction of roads leading to State Institutions throughout the State, in which it was recommended that the Commission give consideration to the construction, first, of the road leading to the New Jersey State Asylum and the New Jersey School for Deaf, on which road the County of Mercer was willing to share one-half of the expense. The State's share of this proposition would be $31,000.00. Second, the road which the Commission had already approved leading to the New Jersey State College for Women, which is an extension of Nichol Avenue at New Brunswick, the estimated cost of this work being $13,000.00; third, the repair of the road leading from Vineland to the Home for Feeble Minded Woman at an estimated cost of $4,000. Commissioner Jelin suggested that action be taken on those roads which were familiar to the members of the State Highway Commission, and all the other roads named be first inspected by the members of the Commission. Chairman Scott recommended to the Commission early action on the construction of the road leading to the New Jersey State Asylum and the New Jersey School for Deaf on which the County of Mercer had approved the paying of 50% of the cost. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the construction of Sullivan Way leading to the New Jersey State Hospital and the New Jersey School for Deaf jointly with the Board of Freeholders of Mercer County, it being estimated that the total cost of this work will be $62,000, 50% of which is to be paid by the State. The Secretary reported that in view of action already taken by the Commission for the improvement of Nichol Avenue, it would not be necessary for any final action to be taken at this time before work could proceed.

Material-Second Hand Block ✓

State Highway Engineer Sloan reported to the Commission that he had requested bids for the sale and removal from the trolley track area on Route 1, Section 13, Highland Park of 180,000 second hand granite blocks. Proposals had been requested from eight parties, the highest bid being received from the Utility Construction Company at $9.25 not loaded on trucks, and he recommended that the sale of these granite block (second hand) be made to the Utility Construction Company in view of their's, the highest price bid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the sale of second hand granite blocks on Route 1, Section 13, Highland Park to the Utility Construction Company, at their's the lowest bid amounting to $9.25 per thousand, and not loaded on trucks.

Sparta-Woodport Road, Sussex Co. ✓

State Highway Engineer Sloan recommended the acceptance of the Sparta-Woodport Road, Sparta Township, Sussex County, Township Aid. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on the Sparta-Woodport Road, Sparta Township, Sussex County, and authorized final payment to be made to the Township.

Warren County, Township Aid

The State Highway Engineer presented to the Commission for approval plans and specifications on Washington-Oxford to Karrville Road, Section 2, Mansfield Township, Warren County, Township Aid, work to be bituminous surface-treated macadam, at an estimated cost of $15,943.10. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for the above named road, work to be done under Township Aid, Warren County, already set aside.

Burlington County, Motor Vehicle Aid

State Highway Engineer Sloan presented for the consideration of the Commission the request of the County of Burlington for approval of award by the County for the reconstruction of

Bridgeboro-Chester Ave. Road
Vincentown-Cross Road
Florence Road,

work to be done under Chapter 10, Laws of 1919, the County asking the State to make an agreement for the carrying on of this work for a longer period than five years. Commissioner Kidde stated that in view of the fact that Burlington County was already carrying a considerable amount of construction under the provisions of Chapter 10, Laws of 1919, he would move that the application be received and placed on file and that the County of Burlington be advised that the State Highway Commission is unable to approve of the said construction on account of the fact that the funds in hand at present do not permit of the approval in accordance with Chapter 10, Laws of 1919.

Somerset County, Township Aid

State Highway Engineer Sloan recommended for approval, plans and specifications for the Claremont Post-Kunhardt Road, Section 2, Parts 1 and 2, in Bernards Township, Somerset County, Township Aid, the estimated cost being $13,333.33. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the plans and specifications for the Claremont Post-Kunhardt Road, Section 2, Parts 1 and 2, Bernards Township, Somerset County, work to be completed from Township Aid funds already set aside.

Long Valley-Hunterdon County Line Road

The State Highway Engineer presented a communication from the

Board of Freeholders of Morris County advising that the County has not the funds with which to pave the Long Valley-Hunterdon County Line Road with 20' wide pavement, it being the purpose to construct an 18' wide pavement in compliance with the State Aid Act. State Highway Engineer Sloan recommended that the County of Morris be directed to place a 20' pavement on this road since the State traffic will best be served and there are no further 18' pavements being laid where improved roads are adopted. Commissioner Kidde suggested that in view of the fact that the State Highway Commission is asking for additional work to be done by Morris County beyond that which was contemplated, the State to endeavor to assist the County of Morris in the cost of additional work and he moved that the State Highway Commission approve of an extra apportionment of $7,000.00 for aid on the Long Valley-Hunterdon County Line Road to Morris County in the event the County will agree to construct this road to a width of 20' rather than 18'. This was seconded by Mr. Stewart and adopted.

Evesham Road, Camden County

State Highway Engineer Sloan recommended approval of contract of Evesham Road, Camden County, Motor Vehicle Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract on Evesham Road (White Horse Pike to Haddonfield-Berlin Road) Camden County, Motor Vehicle Aid.

Motor Vehicle Schedule

The State Highway Engineer recommended to the Commission approval of agreements and schedules for Motor Vehicle Aid for 1923 with the Counties of Burlington and Monmouth. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the agreements and schedules for Motor Vehicle Aid to the Counties of Burlington and Monmouth as recommended by the State Highway Engineer.

Employments

The State Highway Engineer presented to the Commission a statement of employments as approved by him since the last meeting of the State Highway Commission, and recommended the approval of the State Highway Commission. On motion, duly seconded, the State Highway Commission unanimously approved the following employments as recommended by the State Highway Engineer.

July 1, 1923	J. B. Branmer	Gravel Patrolman	$ 90.	mo.
June 28 "	J. M. Rogers	Rodman	90.	
July 1 "	Bayard VanRensselar	"	90.	

Hourly Basis

June 26, 1923	W. J. Bush	M. T. D.	.45	hr.
" " "	H. E. Gilliand	" " "	.50	
" " "	Dan Feller	" " "	.50	
" 27 "	Leo Friedberg	" " "	.50	
" " "	B. Freedman	" " "	.50	
" " "	G. G. Dansbury	" " "	.45	
" 18 "	Elmer Parson	" " "	.40	
" 20 "	P. D. L'Hommendien	" " "	.45	
" 27 "	Elvie Morgan	Gar. Asst.	.45	
" 28 "	Edw. Montgomery	" "	.45	
" 27 "	Francis Meskill	" "	.40	
" 26 "	James Carr	" "	.40	
" 25 "	J. R. McElheany	" "	.50	
" " "	Louis Kahn	" "	.45	
" 28 "	Leon McNeil	M. T. D.	.40	
" 25 "	L. E. Sharp	" " "	.45	
" 30 "	W. R. Mount	" " "	.40	
" 28 "	I. E. Rineberg	" " "	.50	
" 23 "	Fairland Updyke	" " "	.40	
" 28 "	J. A. Quinn	Gar. Asst.	.45	

Grade Crossing Accidents ✓

Chairman Scott presented a communication received by him from the Baltimore & Ohio Railroad Co., requesting assistance in lessening highway crossing accidents involving automobiles by not permitting ornamental trees, shrubbery, plant growth, advertising boards, etc., to hinder the drivers from having a good view of the railroad tracks when he is approaching a crossing. On motion, duly seconded, the State Highway Commission directed that the communication be received and that the Engineering Department notify the Resident Engineers and Inspectors to assist in the lessening of crossing accidents in line with the suggestion of the Baltimore & Ohio Railroad Company's communication.

Cove Road, Camden ✓

Commissioner Jelin reported that he was prepared to accept the completed Cove Road from Merchantville Row Line to Burlington Pike in Camden County, the same having been referred to him at the last meeting of the Commission and he moved acceptance of this road. This was seconded by Mr. Stewart and adopted.

Bridge at New Brunswick ✓

Commissioner Stewart reported to the Commission concerning a hearing held at the City Hall, New Brunswick, on the matter of the location of the new bridge over the Raritan River. He reported that plans as projected by the State Highway Engineer called for a bridge at a point immediately opposite the campus of the new Woman's College and would take a strip of ground about 120 feet wide on the westerly side of the campus going through a grove of trees. He further advised that the entire tract of land owned by the Woman's College contained 40 acres of ground and plans were already under way for the erection of a number of buildings which would carry one of these buildings on land on which the State proposed to place the bridge approaches. Commissioner Stewart reported a spirited meeting in which there were represented protests from the Woman's College, from the Experimental Station, from the State Federation of Women's Clubs from Rutgers College and from Mr. James Nelson who had donated considerable land to the colleges. The principal objection appeared to be the proximity of the proposed bridge line to the campus grounds which was felt would remove the privacy of the campus. Those in favor of the proposed new bridge were, in addition to the State Highway Engineer, the City Engineer of New Brunswick, who contended that the construction of the bridge would open a new site for increasing the ratables of the City of New Brunswick, and further that the site as selected appeared to be the only suitable and least expensive location possible. Commissioner Jelin reported that he had received word from Dr. Demarest and Professor Titsworth of Rutgers that they desired a conference with the State Highway Engineer before any final action was taken. Commissioner Kidde stated that he would prefer to go on the ground and make a personal investigation before he would decide any definite location for the bridge, and he moved that the matter be held over for disposition at the next meeting of the Commission.

Inspection-Trips ✓

The Secretary reported to the Commission that an invitation had been received for the Commissioners to attend an inspection of the Palisade Inter-State Park on Tuesday next. On motion duly seconded, the Secretary was directed to accept the invitation on behalf of the Commissioners and advise that they would be present at the appointed time.

Communications ✓

Commissioner Stewart presented to the Commission a communication from Mr. Howard Bird of Dunellen, New Jersey, enclosing a map and documents concerning the road in which he is interested in having the State complete. On motion, duly seconded, the communication was ordered received and referred to the State Highway Engineer for further disposition.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned at 6:30 P.M., to meet in regular session on Thursday, July 12, 1923, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER

Secretary.

JUL 1 [illegible] 23

MINUTES OF MEETING - July 12, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton on Thursday, July 12th, 1923. The meeting was called to order by the Chairman at 10:45 A.M.

Present: General H. L. Scott, Chairman. Messrs. Kidde and Jelin.

Absent: Mr. Stewart who came in later.

Mr. Fishberg, Assistant Secretary, advised that Mr. Grover had been subpoenaed on a court case to appear in Newark which necessitated his being absent from this meeting.

Route #9, Dunellen ✓

A delegation from Middlesex County headed by Freeholder William T. Haight appeared and were granted a hearing before the Commission. Mayor Giddes of Dunellen was introduced and spoke to the Commission in reference to the condition existing on State Highway Route #9 through Dunellen, stating that the portion of highway between the trolley tracks was in a very deplorable and dangerous condition. He informed the Commission that the State had constructed the pavement through the town on either side of the tracks and they felt that something should be done to have the entire width of the street put in a passable condition. Mr. Kidde inquired of Mayor Giddes as to how much the Town of Dunellen would be willing to pay as their share of this improvement, but was informed that they could not definitely bind themselves at this time. After considerable discussion, the whole matter was referred to State Highway Engineer Sloan for compilation of a report and preparation of an estimate as to the cost of this work, when the matter would be again taken up with the Town authorities.

Rt. 4, Manasquan Bridge Fill ✓

Mr. Lloyd C. Riddle, Mayor of Manasquan and attorney at law, next appeared on behalf of clients who were owed money by L. B. Harrison in connection with his contract for making the fill at the Manasquan River Bridge. Mr. Riddle informed the Commissioners that he had been advised that the money owed Mr. Harrison in connection with this contract had been turned over to Mr. E. H. Russell of the

Department of Commerce and Navigation to be used in the payment of specific claims, which they felt had not been done, and his purpose in coming before the Commission was to ascertain if they could not recall this money and see that it was used for the payment of the labor claims which he holds. There was considerable discussion as to the rights of the Commission in the matter of claims filed against contractors and Mr. Riddle was advised that the Commission was not aware when they turned this money over to Mr. Russell that it was to be used for any specific purpose, they acting entirely upon the advice of the Comptroller's office and the strength of the Power of Attorney as held by Mr. Russell. The Commission felt, however, that the labor claims as held by Mr. Riddle should be given consideration and the Chairman was directed to communicate with Mr. Russell to determine what settlement could be made of these claims.

Mr. Stewart came into the meeting at this time.

Damage Claims ✓

Mrs. Anita Helferich of New Brunswick next appeared before the Commission. Mr. Jelin advised the Commission that the matter of the accident sustained by Mrs. Helferich had been referred to him sometime ago and he had invited her to come before the Commission and tell her story in order that all the Commissioners might be fully aware of the circumstances. Mrs. Helferich gave the Commission an outline of her accident, stating that she had been in the hospital for fourteen weeks and did not know when she would be able to return to work.

She stated that her actual expenses and loss of time had cost her $1,680.00 and she had made a claim for $3,000.00. General Scott stated that an opinion as to how the Commission could pay such claims had been requested from the Attorney General's Department and until such time as the opinion is received, they could not give a decision in the matter. Mrs. Helferich was, therefore, advised that the matter would be taken up with her again as soon as the opinion of the Attorney General is received.

Rt. 6, Right of Way, Mrs. Lines

Miss Lines and her attorney, Mr. Mills, next appeared in reference to the moving of the property of Miss Lines' mother on Rt. #6. Mr. Mills stated that they had come to ask if the Commission could not let this matter lay over until the next construction season inasmuch as it was impossible to do anything with Mrs. Lines and they felt that it would be a great injustice to cause her to lose her home at this time. They were advised that it was the feeling of the Commission that this improvement had been held up for two years and it was necessary that this property be moved at once in order that the dangerous condition existing at this curve may be eliminated.

Route No. 16, Bernardsville

Mr. Stryker, a member of the Bernards Township Committee, next appeared and requested that the Commission do something in regard to the construction of Alcott Square in Bernardsville, a portion of Route #16, if possible this year. He stated that the Township was ready to go ahead with their share and were also willing to finance the State's share and be reimbursed at a later date. He further stated that they would be willing to donate the services of their engineer in getting out the plans and specifications if it was determined to go ahead with this work. Mr. Bedwell informed the Commission that we have a tentative line for this work and suggested that if it is determined to go ahead with this work that the contract may be made to include all that section of Route #16 from Blaziers Corner through Alcott Square to the end of the present concrete. After a further discussion of this matter, Mr. Kidde moved that the engineer be instructed to complete the survey and prepare plans for the work from Blaziers Corner through Alcott Square to the end of the present concrete, with the understanding that Bernards Township will donate the services of their engineer in the preparation of said plans and further that the Township will agree to pay for the extra work necessary through Alcott Square. This was seconded by Mr. Jelin and adopted.

Route 15, Sec. 4, Millville.

The Secretary advised that Mr. McAllister who had requested a hearing in connection with the trolley track work on Route #15, Sec. #4, Millville, had been in conference with Mr. Bedwell and had decided not to appear at this time.

Office Building

The Secretary presented an opinion from the Attorney General advising as to the purchase of property for the purpose of erection of a State Highway office building. On motion by Mr. Jelin, seconded by Mr. Stewart, it was directed that same be filed and that a copy be forwarded to the State House Commission.

Right of Way, Amboy Bridge

The Secretary presented a communication from Hon. N.A.K. Bugbee, Comptroller, advising that a certified check for $250,000.00 refund has been received from the W. J. Donnell Lumber Company and has been deposited to the credit of the State Road Fund. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered filed. In this connection, Mr. Kidde inquired as to when the Commission would order advertisement on the Amboy Bridge, and was informed that Mr. Hudson was still waiting some approval from the government. Mr. Kidde moved that the State Highway Engineer be directed to wire Mr. Hudson to ascertain if this approval could be obtained and the plans put in such shape that authority for advertisement can be given at the meeting next Tuesday. This was seconded by Mr. Jelin and adopted.

Middlesex County, Request for Aid

The Secretary presented a communication from Mr. L. J. Belloff, Member of the Board of Freeholders of Middlesex County, requesting a special allotment of $6,000.00as aid in the repair of the Aqueduct-Kingston Road, on which they claimed to have expended $12,000.00 and which was used as an official detour last year. This matter was discussed at some length and Mr. Kidde moved that this matter be laid on the table for the present. This was seconded by Mr. Stewart and adopted.

Route #15, Section No. 4

The Secretary presented a communication and resolution from the City of Millville concerning the trolley tracks on Route #15, Section #4, and requesting advice as to when a delegation may appear before the Commission. Mr. Stewart moved that this matter be laid on the table for the present time and that the City of Millville be notified when the Commission is ready to give them a hearing. This was seconded by Mr. Jelin and adopted.

Frenchtown Boro Request Hearing

The Secretary presented a communication from the Borough of Frenchtown requesting that they be given a hearing. On motion by Mr.

Jelin, seconded by Mr. Kidde, it was directed that they be given a hearing at the meeting next Tuesday.

Grade Crossing, Route 5, Great Meadows

The Secretary presented a communication from the Lehigh & Hudson River Railway Company in reference to the matter of elimination of the Great Meadows grade crossing on Route #5. Mr. Kidde moved that they be notified that the decision as reached had been made on other points than those brought up in their letter, and that they be given a hearing at the next meeting at which time the matter could be discussed from their viewpoint. This was seconded by Mr. Jelin and adopted.

Route No. 9, Westfield

The Secretary presented a communication from Alexander Blair, Town Surveyor of Westfield, in further reference to the construction of Route #9, to Westfield, and requesting that the Commission give them some definite advice as to their intent of proceeding with this improvement. Mr. Jelin moved that they be advised that it is the intention of the Commission to proceed with this work in the year 1924 and any preliminary work done now will be in line to make it possible. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up item by item as follows:

Route 8, Section #4.

The State Highway Engineer recommended approval of plans and specifications for Route #8, Section #4, Smith Mills-Charlottesburg, Passaic County, and that the order to advertise be given. On motion by Mr. Jelin, seconded by Mr. Stewart, the following resolution was adopted:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route No. 8, Sec. No. 4, Smith Mills-Charlottesburg, Passaic County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work.

Route No. 8, Section #4A

The State Highway Engineer recommended approval of plans and specifications for Route #8, Section 4A, Charlottesburg through Newfoundland on the old alignment of this road, and that the order to advertise be given. On motion by Mr. Stewart, seconded by Mr.

Jelin, the following resolution was adopted:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route #8, Section 4A, Charlottesburg through Newfoundland on the old alignment of this road, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for this work.

Bridge at M. P. 100.9, Rt. 4

The State Highway Engineer recommended approval of plans and specifications for the construction of Bridge at M. P. 100.9, on Route #4, and that the order to advertise be given. On motion by Mr. Kidde, seconded by Mr. Jelin, the following resolution was adopted:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route #4 Bridge at M. P. 100.9, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for this work.

Crosswicks Cr. Br.

Bridge at M. P. 26.5, Route 2

The State Highway Engineer recommended approval of plans and specifications for the construction of Bridge at M. P. 26.5, on Route #2, and that the order to advertise be given. On motion by Mr. Kidde, seconded by Mr. Jelin, the following resolution was adopted:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route #2, Bridge at M. P. 26.5, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for this work.

Right of Way, Route #16.

The State Highway Engineer recommended approval of purchase of right of way from Edward J. Scudder on Route #16, Section #6, for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the purchase of said property. In this connection, General Scott was requested to write to Mr. Scudder thanking for his cooperation with the Commission in this matter.

Right of Way, Route No.16.

The State Highway Engineer submitted for the consideration of the Commission the purchase of right of way from Anita C. Burnett on Route #16, Section #6, for the consideration of $400.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the purchase of property on Route #16, Section #6, from Anita C. Burnett for the sum of $400.00.

Phillipsburg-Belvidere Sec1,Warren Co.

The State Highway Engineer recommended approval of the plans and specifications for the Phillipsburg-Belvidere Road, Section #1, Warren County, Federal Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the plans and specifications for the Phillipsburg-Belvidere Road, Section #1, Warren Co., Federal Aid, subject to the approval of the Federal government.

Bergen Turnpike, Hudson County

The State Highway Engineer recommended approval of additional allotment of $3,600.00 on Bergen Turnpike between Pleasant Avenue and Hudson Boulevard, Hudson County, State Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of an additional allotment of $3,600.00 on Bergen Turnpike between Pleasant Avenue and Hudson Boulevard, Hudson County, State Aid.

Belleville Turnpike

The State Highway Engineer recommended approval of award of contract for the construction of the Belleville Turnpike and Passaic Avenue, Hudson County Motor Vehicle Aid, the contract having been awarded by Hudson County to Robert J. Emmer on his bid of 150% of the Engineer's estimate of cost. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the award of contract as made by Hudson County.

Crown Point Road

The State Highway Engineer recommended approval of specifications for Crown Point Road, Section #5, Gloucester County, Motor Vehicle Aid. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the specifications for Crown Point Road, Sec. #5, Gloucester County Motor Vehicle Aid.

Long Valley-Hunterdon Co.Line Rd.

The State Highway Engineer recommended the acceptance of the Long Valley Hunterdon County Line Road, drainage and grading job, Morris County State Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the recommendation and accepted the grading and drainage job on the Long Valley-Hunterdon County Line Road, Morris County State Aid.

Route #1, Sec. 12, Rahway Ave., Eliz.

The State Highway Engineer submitted the following report on bids received for the construction of Route #1, Section #12, Rahway Avenue, Elizabeth, and recommended award to the lowest bidder, Newark Paving Company, at 99.9 of the Engineer's estimated units cost, amounting to $108,073.62.

Newark Paving Company	99.9%
Utility Const. Company.	102.
Standard Bitulithic Company	103.25
Joseph F. Burke	104.3
James J. Barrett.	105.
J. B. Gillingan-Casy Company.	106.9
N. J. Const. Company.	107.
Northern Const. Company	107.8

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adopted the following resolution:

RESOLVED, that the State Highway Commission do hereby award the contract for the construction of Rt. 1, Sec. 12, Rahway Avenue, Elizabeth, to the Newark Paving Company of Newark, N.J. at their's the lowest bid amounting to 99.9% of the Engineer's estimated units of cost, the said bid amounting to $108,073.62, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

Rt. 10, Sec. 2, Broad Ave., Glen Road

The State Highway Engineer submitted the following report on bids received for the construction of Route #10, Section #2, Broad Avenue-Glen Road, Bergen County, and recommended award to the lowest bidder, John J. McGarry, at 97% of the Engineer's estimated units of cost or a contract amount of $111,690.55.

John J. McGarry	97%
Krellwitz Cont. Co.	107.3
N. J. Const. Co.	107.5
Ferber-Gill Company	108.4
Curtin Brothers	109.
Kinzley & DiNapoli	120.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby award the contract for the construction of Route #10, Sec. 2, Broad Ave., Glen Road, Bergen County, to John J. McGarry, at his the lowest bid amounting to 97% of the Engineer's estimated units of cost, the said bid amounting to $111,690.55, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

Route #10, Section 1C.

The State Highway Engineer submitted the following report on bids received for the construction of Route #10, Section 1-C, Bluff Road-Anderson Avenue, Bergen County, and recommended award of contract to the lowest bidder, John J. McGarry, at 99% of the Engineer's estimated units of cost, or a contract amount of $56,906.09.

John J. McGarry	97%
Krellwitz Const. Co.	109.
Curtin Bros.	109
Ferber-Hill Company	114.75
Kinzley & DiNapoli	127.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby award the contract for the construction of Rt. 10, Sec. 1-C, Bluff Road-Anderson Avenue, Bergen County, to John J. McGarry, at his the lowest bid amounting to 99% of the Engineer's estimated units of cost, the said bid amounting to $56,906.90, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

Route #4, Cedar Creek Bridge

The State Highway Engineer submitted the following report on bids received for the construction of Cedar Creek Bridge at M. P. 41.1 on State Highway Route #4, Ocean County, and recommended award of contract to the lowest bidder, Gibbs-Mueller Co., at $36,633.00.

Gibbs-Mueller Co.	$36,633.00
F. W. Schwiers, Jr. Co.	36,751.00
Krellwitz Cont. Co.	37,000.00
S. S. Thompson & Co.,Inc.	39,000.00
Louis J. Sieling	41,016.00
Tuller Const. Co.	45,780;00

On motion by Mr. Kidde, seconded by Mr. Jelin, the following resolution was adopted:

> RESOLVED, that the State Highway Commission does hereby award the contract for the construction of Route #4, Cedar Creek Bridge at M. P. 41.1 Ocean County, to Gibbs-Mueller Co., at their's the lowest bid amounting to $36,633.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

Route #16, Primrose Br.Bridge

The State Highway Engineer submitted the following report of bids received fro the construction of Primrose Brook Bridge at M. P. 33.7 on State Highway Route #16, Section #6, Morris County, and recommended award of contract to the lowest bidder, Hoffman Construction Company, at their bid of $5,671.53.

Hoffman Const. Co.	$ 5,671.53
Kuchar Bros.	8,800.00
Arnolt-More, Inc.	9,700.00
Krellwitz Cont. Co.	10,000.00
R. R. Mansfield	11,327.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the following resolution was adopted:

> RESOLVED, that the State Highway Commission hereby does award the contract for the construction of Route 16, Primrose Brook Bridge, Section #6, Morris County, to Hoffman Const. Co. at their's the lowest bid amounting to $5,671.53, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized sign the necessary contracts as approved by the State Highway Engineer.

Washington Ave., Wash.Twp., Bergen Co.

The State Highway Engineer recommended that the Commission approve of the granting of an extension of time for the completion of the contract on Washington Avenue, Washington Township, Bergen County, Township Aid, to August 15th,1923. On motion by Mr. Jelin seconded by Mr. Kidde, the Commission approved of the granting of an extension of time to August 15th,1923, for the completion of the contract on Washington Avenue, Washington Township, Bergen County, State Aid.

Landis Township, Cumberland Co.

The State Highway Engineer recommends approval of Township Aid Force Account Agreement on Weymouth Road, Landis Township, Cumberland County. On motion by Mr. Jelin, seconded by Mr. Kidde, the

Commission approved of Force Account Agreement on Weymouth Road, Landis Township, Cumberland County, and authorized the Chairman's signature thereto.

Township Aid Requests ✓

The State Highway Engineer submitted a compilation of requests for aid from the Township Aid Fund as made by the townships of the several counties of the State, together with a map showing the location of the different applications. On motion of Mr. Kidde, seconded by Mr. Jelin, it was directed that a copy of this report should be forwarded to each of the Commissioners for investigation before final action is taken thereon.

Inspectors Reinstated ✓

The State Highway Engineer submitted a list of Material Inspectors, Asphalt Plant Inspectors, Division Material Inspectors and Maintenance Inspectors, who have successfully passed the eligibility examination, and recommended that they be reinstated in the department in their regular capacities. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the reinstatement of the following inspectors to their regular capacities in the department:

Material Inspectors

Chas. M. Reeves,	$125.	Wm. T. R. Kinnery	$135.
Chas. H. Walklett	125.		

Asphalt Plant Inspectors

Wm. W. Manning	$155.	Robert H. Mountford	$155.
Jack Uhler	140.	Frank W. Schultz	155.

Division Material Inspectors

Russell Pfitzinger	$155.	Howard S. Keim	$155.

Maintenance Inspector

Harold Macormiac	$130.	Frederick J. Baker	$120.
John L. Silvers	120.		

Employments ✓

The State Highway Engineer submitted a list of employments as made since the last meeting of the Commission and recommended approval of same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the following employments:

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July 5, 1923	Geo. H. Garwood	Inspector	$125.	mo.
" 1, 1923	Ernest Machner	Gravel Patrol	85.	
" 16, 1923	Frank S. Wilson	Br. Designer	300.	
" 5, 1923	Alex. Silverglate	Office Boy	40.	

Hourly Basis

June 8, 1923	David Sutton,	M. T. D.	.45	hr
" 8, 1923	Clark Hewitt	M. T. D.	.45	
" 8, 1923	Clarence Sutton,	M. T. D.	.45	
" 16, 1923	Wm. Towlin,	M. T. D.	.45	
" 18, 1923	Floyd Shaw	M. T. D.	.45	
" 18, 1923	Monroe Chambers	M. T. D.	.40	

Phillipsburg-Belvidere Road, Sec. #1

The State Highway Engineer recommended approval of Project Statement on the Phillipsburg-Belvidere Road, Section #1, Warren County. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the Project Statement on the Phillipsburg-Belvidere Road, Section #1, Warren County, and authorized the adoption of the necessary resolution:

> WHEREAS, under date of June 6th, 1923, the County of Warren did pass a resolution expressing its desire to include the road from the Northerly boro line of Phillipsburg to State Highway Route #5, (about one-half mile north of Belvidere) by way of Harmony, Roxburg and Belvidere and from the Delaware River Bridge at Belvidere to connect with the above named Phillipsburg-Belvidere Road, a total distance of about thirteen and one-half (13½) miles, in the Seven Percent System of Highways of New Jersey, and
>
> WHEREAS, the County of Warren is desirous of improving that portion of said highway between Lincoln Street, Phillipsburg, and lower Harmony, a distance of 3.56 miles, and
>
> WHEREAS, the County of Warren did agree to comply with all requirements of the Bureau of Public Roads and Federal Aid Act of 1921.
>
> NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby ratify, confirm and approve the action of the Warren County Board of Freeholders, and
>
> BE IT FURTHER RESOLVED, that a project statement be executed and forwarded to the Bureau of Public Roads of the United States Department of Agriculture on account of this improvement.

Route 16, Section 5

The State Highway Engineer recommended approval of the plans and order to advertise on Route #16, Section #5, South Somerville to Woods Tavern, a distance of approximately three miles, the contract to include the bridges. On motion by Mr. Kidde, seconded by Mr. Jelin, the following resolution was adopted:

RESOLVED, that the State Highway Commission does hereby approve of plans and order to advertise on Route #16, Section #5, South Somerville to Woods Tavern, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for this work.

Route #12, Sec. #1, Bridges.

The State Highway Engineer recommended the acceptance of the paving of the approaches to bridges on Route #12, Section #1, Pine Brook-Parsippany, the said work having been inspected by Commissioner Kidde, Mr. Burn and Mr. Bedwell on June 28th, and found to be satisfactory. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the acceptance of the paving of the approaches to bridges on Route #12, Section #1, Pine Brook-Parsippany.

Route #13, Lawrenceville.

State Highway Engineer Sloan presented the matter of the trolley track situation through Lawrenceville, stating that he had not as yet been able to reach a satisfactory agreement with the Trenton & Mercer County Traction Company. Mr. Kidde moved that Mr. Johnson, President of the Trenton & Mercer County Traction Company be invited to appear before the Commission at its afternoon session to discuss this matter with the Commission to see if an agreement could be arrived at. This was seconded by Mr. Jelin and adopted.

The Commission recessed at 1.30 P.M. for luncheon, to meet in regular session at 2.30 P.M.

The Commission reconvened at 2.30 P.M. with the same members present as at the morning session.

Increases

State Highway Engineer Sloan presented to the Commission the matter of salary increases which had been recommended for various members of the department and which had not been allowed in full by the Civil Service Commission. In this connection, Major Sloan recommended that the Commission take some action to have these increases again presented to the Civil Service Commission in order to have the increases allowed. Mr. Kidde moved that the State Highway Engineer prepare a list of those increases which had not been allowed and which were particularly urgent, and that this matter be taken up by Major Sloan and Commissioner Jelin with the Civil Service Commission at the earliest moment in order that any errors may be corrected if possible. This was seconded by Mr. Stewart and adopted.

Route #13, Lawrenceville.

State Highway Engineer Sloan stated that in accordance with the direction of the Commission, he had invited Mr. Johnson to appear before the Commission and Mr. Johnson was now ready to appear; Mr. Johnson is president of the Trenton & Mercer County Traction Company. Major Sloan stated that this entire matter was in a satisfactory condition except that the Commission felt that they should have some assurance in written form that the trolley company would reimburse them for the full amount agreed upon, and asked Mr. Johnson to explain his view on the matter. Mr. Johnson stated that they were anxious to cooperate with the Commission and had endeavored to enter into an agreement with the Commission similar to that which had been entered into on the Greenwood Avenue paving, whereby the trolley company agreed to reimburse the State for the amount of the materials, and the Commission waived the rights of all other obligations for track moving, etc. The Commission had not been willing to agree to this in the case of Lawrenceville, and he had, therefore, suggested that the Commission adopt a resolution guaranteeing them their rights. Upon the adoption of this resolution, he stated that their company was willing to agree not to interfere with the work but would not enter into any written agreement unless the agreement should cover the entire matter. He explained that they did not know what the Commission was going to do in the matter and they wanted to be in a position to defend their rights if a suit was entered into. Major Sloan asked Mr. Johnson if he was willing to send them a letter stating they would not interfere with the work. Mr. Johnson stated they could not do this. Major Sloan then inquired if the trolley company would agree to pay the $15,000.00 as reimbursement for the materials used. Mr. Johnson also stated that they would make no agreement for this. He further stated that he could not enter into any agreement of any kind, nor would they do anything further than was called for in their franchise; he would, however, be willing to submit to their counsel any proposition which the Commission might want to make. There was a general discussion of this entire matter as to what the Commission should do in view of the attitude as taken by the trolley company. After considerable discussion of the matter, Mr. Kidde moved that the matter be laid on the table until the next meeting, at which time Mr. McGhee of the Attorney General's Office should be asked to appear to take up the matter and advise the Commission as to its status in this matter. In this connection, Mr. Kidde requested that the State Highway Engineer prepare a schedule of the various trolley track problems as existing throughout the State in order that they may be taken up at this time, and the Secretary was directed to prepare a digest of the opinions already received from the Attorney General in reference to trolley track work.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adjourned at 4.30 P.M. to meet in regular session on Tuesday, July 17th.

Respectfully submitted,

A. LEE GROVER, Secretary.

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MINUTES OF MEETING - July 17th, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton on Tuesday, July 17th, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: Gen. H. L. Scott, Chairman, Messrs. Abraham Jelin
and Walter Kidde. Mr. Stewart arrived at 11:30 A.M.

Commissioner Kidde reported having reviewed the minutes of the meeting of June 12th, 1923, and moved their approval as mailed. This was seconded by Mr. Jelin and adopted.

Expense Account
State Highway Engineer

The Secretary presented to the Commission an expense account covering items of expense incurred by State Highway Engineer Sloan for a period of two months from the time he was appointed as State Highway Engineer. The Secretary further reported that it was an established precedent approved by the Comptroller's Department that the State Highway Commission could pay such expenses. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously approved of the payment of expense account of State Highway Engineer Sloan, covering the first two months since he was appointed as State Highway Engineer, until he was able to establish a residence in this vicinity.

Right of Way, Route 4.

The Secretary presented a communication received from Mr. Frederick M.P.Pearse, Secretary to the Governor, calling attention to a situation at Point Pleasant in connection with property belonging to Ethelwin Brower, on State Highway Route 4, where the State Highway Department had gone in and removed trees and shrubbery before an agreement was signed with the owners of the properties. He advised that the Governor would suggest that this matter be looked into carefully in order to avoid such conditions. The Secretary reported that he understood that an agreement had been signed by the owners on Saturday last. Mr. Jelin stated that this condition had been called to his attention a week previous, and therefore, the statements as made in the communication were correct and he moved that the Secretary communicate with the office of the Governor and advise that the condition complained of has been corrected and that the Engineering Division is receiving additional instructions to the effect that no repetition of this condition will occur on State Highway work. This was seconded by Mr. Kidde and adopted.

Route 4, Amboy Avenue

The Secretary presented a communication with resolution from the City of Perth Amboy granting extension of time to contractors Graham and McKeon on Amboy Avenue, the connecting link of State Highway Route 4. State Highway Engineer Sloan reported that he had not yet investigated the condition existing on the work on Amboy Avenue, but he understood there were several violations of the provisions of the specifications. Commissioner Kidde asked that some further investigation be made of the work before extension of time is granted. He stated that he felt that the Commission should take some steps to find out what the purpose of the City of Perth Amboy was in pushing the completion of this work even though the State Highway Commission had refused to grant additional aid for extra fill needed, and he moved that the extension of time as requested on Route 4, Amboy Avenue, Perth Amboy, be not granted and that the State Highway Engineer be requested to inquire the status of the contract on this work, particularly as relating to the extra fill as discussed with the State Highway Commission some months ago. This was seconded by Mr. Jelin and adopted.

Grade Crossing, Great Meadows

The Secretary reported that Mr. C. S. Beattie, Claim Attorney for the Lehigh & Hudson Railroad Company was present with reference to the elimination of grade crossing at Great Meadows, New Jersey, and desired to discuss the same with the Commission. On motion, duly seconded a hearing was granted. Mr. Beattie appeared and advised the Commission that his company was particularly interested in the elimination through Great Meadows, since it had agreed to pay part of the cost of the elimination. He advised that the company was very desirous of extending this elimination to include the elimination of the grade crossing at the Creamery, where the Company would provide for pedestrian traffic and in addition would contribute # $1000.00 to the construction of a short road for the convenience of the people of Great Meadows. Com-

# See minutes of Aug 14th, for correction,
Should be $8,000.00.

missioner Kidde inquired the reason why the Railroad Company would not make application for this elimination to the Public Utility Commission, since this crossing was not on the State Highway, but was controlled by the Township of Independence. Mr. Beattie advised that his company felt that if the State Highway Commission would favor the elimination of the Creamery Crossing under the plans proposed by his company the township folks would be willing to acquiesce to the same. He further stated that this same condition existed in Buttzville where an agreement was made with the State Highway Commission for the elimination of the crossing in exactly the same manner. The Commission requested Mr. Beattie to make a formal statement concerning the attitude of his company, and he advised as follows:

> "That the Railroad Company is extremely anxious to eliminate vehicular traffic from the Creamery Crossing, and in order to accomplish this is willing to enter into an agreement with the Township Committee of Independence for the building of a new road from a point in the Creamery Highway east of the Creamery to the southerly end of the existing highway just east of the main crossing at Great Meadows, provided the cost of such a new road shall not exceed $8,000.00 to the company, and further provided that the Township Committee will enter into an agreement to accept the said road as a part of the township road system and thereafter maintain the same. As part of this agreement the old road now crossing the tracks past the Creamery would be closed to the vehicular traffic and would be made as safe as possible for the use of the pedestrians."

Commissioner Kidde moved that in view of this porposal from the Railroad Company, the Secretary be instructed to transmit the said proposal to the Township of Independence and they be informed that inasmuch as the State Highway Commission has agreed to the line for the grade crossing elimination in accordance with their ideas that it requests consideration of additional safe-guard of grade crossing eliminations in their Township, to request that the State Highway Commission be advised of the Township action in this matter in order that the work may be done at once. This was seconded by Mr. Jelin and adopted.

Kingston-Aqueduct Road

The Secretary reported that Dr. L. J. Belloff, of the Board of Freeholders of Middlesex County was present and desired a hearing on the matter of aid on the Kingston Aqueduct Road, Middlesex County. On motion, duly seconded, the hearing was granted. Dr. Belloff appeared before the Commission and advised that he desired to urge the Commission's consideration of the request made by Middlesex County for aid to the extent of $6,000.00 on the Kingston Acqueduct Road, Middlesex County. He stated that this road was used for detour purposes while a section of Route 13 was under construction; he further advised that the County had expended funds to the extent of $12,000.00 on this road and that unless some additional relief was furnished by the State Highway Commission, the work done by the County would not stand on the road. Commissioner Kidde inquired whether this road was marked as an official detour by the State Highway Department and he was answered in the negative by Mr. Reed who stated that although a large amount of traffic had used this road, it had never been officially known as a State Highway Detour. Commissioner Stewart advised that any action which might be taken in case of this road would be establishing a precedent by which the State Highway Commission would be called upon to give aid upon roads which have been subjected to traffic due to construction and which had not been officially designated as detours by the State Highway Commission, and he moved that the application as made by Middlesex County through Dr. Belloff be denied. This was seconded by Mr. Kidde and on roll call vote was adopted by three votes in the affirmative and none in the negative, Mr. Jelin having been excused from voting.

Preferential List

Commissioner Kidde moved that the application for aid on the Kingston-Acqueduct Road to the extent of $6,000.00 be placed in the preferred file of considerations, in the event the Motor Vehicle receipts were in excess of the estimated amount set up for the use of the Commission. This was seconded by Mr. Jelin and adopted.

Shore Route

The Secretary presented a resolution from the Township Committee of Madison Township, Middlesex County, petitioning the State Highway Commission to take over the construction at once of the road leading from Old Bridge at Matawan as a State highway. State Highway Engineer

Sloan reported that any new line for shore traffic would be given consideration by the Advisory Board, organized for this purpose, and on motion by Mr. Kidde, seconded by Mr. Jelin, the communication was referred to the Advisory Board on Shore Traffic for its consideration.

Advisory Board

Commissioner Kidde inquired of the State Highway Engineer as to the status of work being done by the Special Advisory Board for the study of Vehicular Tunnel Traffic through Jersey City and other congested points, and State Highway Engineer Sloan reported that the work of the Board had progressed to the point where estimates were being prepared on alternate routes and he would be prepared to render a report to the State Highway Commission as to progress being made after the next meeting of the Advisory Board, which would be held on Wednesday, July 18th. State Highway Engineer Sloan read before the Commission an outline of the proposed foreword to the report to be submitted on which the assumptions upon which the work was done were outlined. Commissioner Kidde suggested that a conference be held with the State Highway Engineer and Consulting Engineer E. P. Goodrich at the Hotel Robert Treat, Newark, N.J. at 6:00 P.M. Wednesday, July 18th.

Automobile Loan

The Secretary presented a communication from John A. Smith, Custodian of the State Capitol, requesting the State Highway Commission to assign one of the old Dodge trucks of the Department to his office for use in the transportation of mail and other utility purposes. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a Dodge truck of the State Highway Department be loaned to the Custodian of the State Capitol for mail and other utility purposes, all liabilities in connection with this truck to be assumed by the State Custodian from the time the truck is turned over to him.

Office Space

The Secretary reported on the matter of additional space needed by the State Highway Commission in the new wing of the Broad Street Bank Building; that the bank authorities are unwilling to make all the changes needed by the State Highway Department for its floor space with the short lease requested. In this connection Mr. Jelin presented to the Commission an offer made by the Rednor & McDermott Company, offering the lease of properties at No. 138 - 140 West State Street, just opposite the State

House, for offices of the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the report of the Secretary was received and the proposal for new location was ordered referred to the State Highway Engineer for further investigation and report.

Lignin Binder Award ✓

State Highway Engineer Sloan reported that bids had been received on July 16th for the furnishing and application of Lignin Binder. Two bids had been received as follows:

International Paper Company	11¼¢ per gallon	$64,600.88
M. R. Young	9.8¢ " "	56,274.54

and he moved that award be made to M. R. Young of Trenton, at his the lowest bid, amounting to 9.8¢ per gallon or a total of $56,274.54. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

BE IT RESOLVED, that the award of contract for the furnishing and application of Lignin Binder on gravel roads of the State Highway System be made to Mr. M. R. Young of Trenton, N.J., at his the lowest price bid; namely, 9.8¢ per gallon or a total of $56,274.54, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract when in form after approval by the State Highway Engineer.

The Secretary reported to the Commission that a conference had been arranged with the Attorney General's Department for 2:00 P.M. at the State House, and on motion, duly seconded, the meeting recessed for luncheon at 1:00 P.M. to meet in conference with the Attorney General's Department.

Trolley Franchises ✓

This conference was held at 2:00 P.M. between the members of the State Highway Commission, Attorney General McCran and Assistant Attorney General McGee, relative to the status of franchises held by traction companies throughout the State at places along the State highways where it was proposed to do construction work. After a general discussion, Attorney General McCran requested that all questions be put in writing to him and he would endeavor to give an opinion for the guidance of the Commission. It was the general concensus of opinion also that additional legislation will be necessary at the next session of the Legislature

Consulting Eng. ✓

covering this point. (See minutes of August 14th for correction) ¶ The Commission also discussed with the Attorney General the status of the Special Consulting Engineer engaged for the study of Vehicular Tunnel traffic on Route 1 Extension, and the Attorney General advised that this employment could be made with the approval of the Civil Service Commission.

Frenchtown Hearing ✓

The Secretary reported that Mr. Bloom, Clerk of the Borough of Frenchtown, had advised that his delegation could not appear at this meeting, but would come at any other convenient date. The Secretary was directed to arrange this meeting for Tuesday, July 24th, 1923. (See minutes of August 14th for correction).

Burlington County Roads ✓

The Secretary reported that a delegation from Burlington County Board of Freeholders desired a hearing at this time. On motion, duly seconded, a hearing was granted. Freeholders Stout and Wright and County Supervisor of Roads McFarland, appeared before the Commission with an invitation to the Commissioners to pay a visit to Burlington County in order to go over the roads of the county and see what has been accomplished by the Board of Freeholders. Chairman Scott advised that the State Highway Commission would be very glad to accept this invitation just as soon as the rush of work in pushing the large construction program through is accomplished. The delegation reported that this would be agreeable if the Commission would choose any day of the week except Friday, when the Board of Freeholders has its regular meeting day.

Riverside Township ✓

The Secretary presented a communication from the Township of Riverside requesting a hearing before the Commission on Monday, July 16th, if possible, on Fairview Street improvement in Riverside. On motion, duly seconded, the communication was ordered received and the Secretary was directed to arrange for a hearing if same was found necessary.

Inland Waterway Bridge, Route 4 ✓

The Secretary reported that former Senator George O. Vanderbilt of Princeton was present and desired a hearing before the Commission. On motion, duly seconded, the hearing was granted. Mr. Vanderbilt appeared before the Commission and stated that in response to a request made by the Commission at the time he was present before it some months ago, he had prepared a brief and map covering location of proposed trolley tracks across the proposed new bridge over the inland waterway now being constructed at Point Pleasant, and he advised that he represented a company that would some day complete a transportation system along the shore and would desire means for crossing the waterway at Point Pleasant. Request was made of Mr. Vanderbilt as to whether his company was willing to participate in the cost of the construction of such a bridge. He advised that all of the facts had been set forth in his brief and had presented same to the Commission for consideration. The Chairman advised him that these matters would be given careful consideration by the Commission at the time the Inland Waterway Bridge is taken up.

Route 1 Extension - Jersey Avenue ✓

Commissioner Kidde presented to the Commission a communication received by him from Mr. Robert S. Sinclair of the Vehicular Tunnel Commission and Chairman of a Committee to consider and report on the facilities for handling traffic at the entrances and exits of the tunnels and stating that he had been told unofficially that the State Highway Commission had already gone on record as fixing the beginning of Route 1 at Jersey Avenue. Commissioner Kidde reported that in company with Chairman Scott and Mr. Jelin, Mr. Sinclair had been assured at Bear Mountain that it was the purpose of the Commission to begin Route 1 at Jersey Avenue, Jersey City, and he moved that the communication of Mr. Sinclair be received and that the State Highway Commission has officially gone on record as declaring the beginning of Route 1 at Jersey Avenue, Jersey City.

Gloucester County, Township Aid ✓

State Highway Engineer Sloan recommended approval of Township Aid force account agreement on Mullica Hill-Richwood-Pitman Road, Section 2, Harrison Township, Gloucester County, Township Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer.

Route 12, Section 2, Adjusted ✓

The State Highway Engineer reported to the Commission in connection with the contract of the Oak Ridge Construction Company for the construc-

Denville-Parsippany

tion of Route 12, Section 2. He presented a communication received from County Counsel Rathbun, of Morris County suggesting that the Commission approve of the furnishing of a five year bond by the Bonding Company on this work, and that the work be accepted. He informed the Commission that the Oak Ridge Construction Company has abandoned the work and it is now up to the Bond Company to satisfy the County and State. The State Highway Engineer further reported that the foundation laid by the Oak Ridge Construction Company was thinner than the specifications required for a distance of 600 feet, and he would recommend that if the Commission would reverse the action of the previous State Highway Commission, he would recommend that the work be accepted upon the furnishing of a five-year bond.

Commissioner Jelin suggested that the Commission refuse to make payment for that section of the foundation not conforming to the specifications and that a five year bond be accepted upon the pavement on this section since he believed from the recommendations of the Engineer, that the character of the sub-foundation under this work was such as to not warrant the entire removal of the work as performed. The Secretary informed the Commission that the former State Highway Commission had discussed at its last meeting the preparation of an indemnity bond covering the portion of the pavement in dispute with a view to the giving acceptance subject to such a bond. After further discussion Mr. Jelin moved that a suggestion be offered to the County of Morris, that the work on Route 12, Section 2, as constructed by the Oak Ridge Construction Company be accepted subject to the elimination from the final payment of an amount equal to the foundation not in accordance with the specifications and a five-year bond covering the surface pavement on the section in dispute. This was seconded by Mr. Stewart and adopted.

E. P. Goodrich, Rates ✓

On motion by Mr. Stewart, seconded by Mr. Jelin the State Highway Commission directed that the Secretary communicate with the Civil Service Commission requesting action in connection with the special services being rendered by Mr. E. P. Goodrich, as Consulting Engineer on the study of Vehicular Tunnel Traffic Routes.

Route 12, Section 1, Bridges ✓

State Highway Engineer Sloan recommended to the Commission that approval be given to the bridges constructed by the Dover Boiler Works on Route 12, Section 1, known as bridges 84, 86, 88, "N" and Culvert M.P. 4.7 E, and Culvert M.P. 5.3 E, all of this work having been completed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of bridges on Route 12, Section 1, as recommended by the State Highway Engineer.

Hobson Ave., Drain, Mercer County ✓

State Highway Engineer Sloan recommended to the Commission the approval of contract for the construction of a drain on Hobson Avenue in Hamilton Township, Mercer County, work being done from Township Aid account. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Hamilton Township, Mercer County, for a drain on Hobson Avenue, at a cost of $4,017.40.

Commendations ✓

The Secretary presented a communication received by Chairman Scott from Mr. R. B. Gray of Asbury Park, advising that he was satisfied with the repair work done on roads in front of properties where complaint was made. On motion duly seconded, the communication was ordered received and filed.

The Secretary presented a communication received by Chairman Scott from Senator Bright of Cape May County, expressing appreciation for the friendly attitude adopted by the State Highway Commission in approving procedure on the construction of about eight miles on Route 14. On motion duly seconded, the communication was ordered received and filed.

Route 4, Section 15, Lakewood.

State Highway Engineer Sloan presented to the Commission a communication received by him from Mr. A. R. Smock of the Lakewood Township requesting that the Township be permitted to construct curbs and gutters over a section of about 300 feet on Route 4, Section 15, of a width of 28 feet between the curbs in order that any fine old trees may not of a necessity be removed as would be necessary in the event the 30 foot pavement is decided upon. The Commissioners all voiced their disapproval of any attempt to destroy trees where it was possible to obtain a full paving width of 28 feet, and on motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Engineer was directed to take such action as in his opinion is necessary in order to permit the construction of curbs and gutters on Route 4, Section 15, without disturbing trees now existing.

Employments

State Highway Engineer Sloan presented a list of employments as approved by him since the last meeting of the Commission and recommended ratification by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously approved the following employments as recommended by the State Highway Engineer.

July 15,	E. F. Adams	Jr. Insp.	$ 125.00 per mo.
" 6	N. F. Rigor	Asst. C. E.	155.00
" 10	William Margolis	Cost Clerk	90.00
" 16	C. D. VanFleet	Draftsman	125.00
" 9	Alfred Huber	Asst. C. E.	165.00
Aug. 1	J. E. Minnich	Br. Designer	260.00
July 16	V. E. Williams	Rodman	90.00

Hourly Basis

July 9	John Rockford	Mechanic	.60 per hr.
" 6	Martin Fuchs	Mot. Tr. Dr.	.45
" 2	Clark Price	" " "	.45
" 2	Frederick Murphy	" " "	.40
" 9	Ray Tantum	" " "	.50
" 10	Harvey Rupple	" " "	.45
" 2	William Stark	" " "	.40
" 2	C. R. Hoy	Gar. Assistant	.45
" 6	John L. Borden	Mechanic	.55
" 2	Howard Trout	Motor Tr. Dr.	.40
" 2	Herbert Errickson	" " "	.40
" 2	Nelson Haun	" " "	.40
" 5	Irvin Cramer	" " "	.40
" 6	Wesley J. Borden	Mechanic	.55
" 2	William Baldwin	Motor Tr. Dr.	.45
" 10	A. G. Broome	" " "	.40

Increases

July 1	B. F. McLaughlin	Laborer	.40 to .45
" 1	Leon Amton	"	.40 to .45
" 1	Thomas Callahan	"	.40 to .45
" 1	William Crangle	Mot. Tr. Dr.	.40 to .45
" 1	Carmine Frank	Gar. Asst.	.45 to .50
" 1	William Carstake	Mot. Tr. Dr.	.50 to .55

Increases (continued)

July 1	Thomas Lungar	Mechanic	$.65 to .70 per hr.
" 1	Edward Caring	Laborer	.40 to .45
" 1	Joseph Caring	"	.40 to .45
" 1	John Carlos	"	.35 to .40

Route 13, thru Lawrenceville

The State Highway Engineer requested the Commission to give consideration to the situation existing in the Town of Lawrenceville on Route 14,1? in view of the fact that advertisements for bids had already been placed, and he recommended to the Commission that the section of State Highway Route 13, as lying in the Town of Lawrenceville, where it had been proposed to relocate the trolley tracks be omitted from the contract and be given later consideration. Commissioner Jelin stated that he felt that the Commission should not make two jobs and subject the people to the hardships of detours at two different times, when the entire work could be performed at one operation, and he suggested that a highway of the usual extent be constructed through the town of Lawrenceville on the present center line, disregarding entirely the location of the trolley tracks now located thereon. Commissioner Kidde stated that he felt that there was nothing to be gained by stopping on each side of the municipality, and if the trolley company could not see its way clear to join with the Commission, then the tracks should remain in their present location.

Chairman Scott advised that he was of the opinion that the work should be constructed in accordance with the recommendation of the State Highway Engineer since there already exists a suitable pavement through the Town which would not break the continuity of traffic between Trenton and Princeton.

Commissioner Kidde also stated that if the Commission were to undertake the relocation of tracks in Lawrenceville, the additional cost would be in the enighborhood of $55,000.00 which he felt would be saved by going straight through with the pavement as projected. He also stated that it might be possible for the Town of Lawrenceville to authorize a Bus Line, perhaps to individuals or to a company, which would give them the transportation facilities that they would need without the trolley tracks in the center of the road.

After further discussion, Commissioner Jelin moved that the line of Route 13 through Lawrenceville be continued as a 20-foot pavement through the Town of Lawrenceville eliminating any consideration of the trolley track paving. This was seconded by Mr. Stewart and on roll call vote was adopted with three votes in the affirmative and one in the negative, Chairman Scott voting against this proposition.

Amboy Bridge Approval

The Secretary reported that Mr. C. W. Hudson, Designing & Supervising Engineer on the New Amboy Bridge was present in accordance with the directions of the State Highway Commission that the matter of final presentation of plans and specifications for the Amboy Bridge be brought up at this meeting. Mr. Hudson had with him Mr. O. L. Grover, Bridge Engineer of the Federal Bureau of Public Roads. The State Highway Engineer explained that Mr. Hudson and Mr. Grover have been going over proposed changes in the specifications for the purpose of coming to an agreement which would permit approval by the State Highway Commission and the Federal authorities, in order that advertisement may proceed. Mr. Hudson then addressed the Commission advising that the plans are acceptable to the Bureau of Public Roads with the two exceptions covering notations concerning disposition of buildings of the Pardee Tile Company and the National Fire Proofing Company. State Highway Engineer Sloan suggested that these items be erased from the plans and that any information concerning the same be given the contractors in the information to bidders, to be furnished with specifications.

Mr. Hudson advised that a title sheet had been presented and signed by the Secretary of Agriculture Wallace, Director McDonald of the Bureau of Public Roads and the Chief Engineer of the Bureau of Public Roads, and still required the signature of the Chairman of the State Highway Commission.

The Commission inquired of Mr. Grover whether the plans were acceptable to the Federal Bureau and he advised in the affirmative. Mr. Hudson reported that after several conferences with the State Highway Engineer concerning the specifications that had been submitted to the Federal Office of Public Roads were in acceptable form except for four instances:

FIRST: As to the elimination of Asphalt Block paving from the specifications at the present time. The Commission explained to Mr. Grover that this was done in order to give the Commission an opportunity to take advantage of any reduction in price or any better type of construction three years hence when this item was reached for attention. Mr. Grover stated that the Federal Bureau would be willing to approve this change.

SECOND: Mr. Jelin questioned whether in view of the fact that the Public Utility Commission had approved of the abandonment of the trolley line crossing the present Amboy Bridge, the reinforcements in the new bridge would be necessary. Mr. Hudson advised that he had investigated this matter very thoroughly and he velieved that the trucks which would use the new bridge would in some cases, be as heavy as any trolley cars which it was proposed to run over the structure, and he recommended that the reinforcement be permitted to remain although an amount estimated at between $35,000.00 and $40,000.00 had been saved by the elimination of overhead structures, etc., which would have been used by the trolley company. Commissioner Kidde inquired from Mr. Grover whether the Federal Government approved of the additional reinforcement of the bridge, and Mr. Grover advised that he believed that the Federal Government would be in favor of leaving the reinforcement in the structure.

THIRD: Mr. Hudson reported that item 69 is an alternate covering the manner of construction of three of the river piers and the type of pier. He advised that it was suggested that by building these piers on timber platforms there would be a considerable saving made, and he further stated that he personally felt that such a foundation would be adequate. (See minutes of August 14th for correction. He further advised that the Federal Bureau of Public Roads had stated that due to the ice jams on the Raritan River such a pier does not offer a good foundation and they didn't feel that they could approve the change from the original specifications as drawn. Mr. Grover of the Bureau of Public Roads stated that in cooperation with the various states during the past six or seven years there hasn't been a single instance of this type of construction; it being his feeling that it does not offer as substantial a foundation as possible, and he stated that the Bureau would prefer that this alternate be left out entirely.

FOURTH: Mr. Hudson advised that an alternate had been prepared by State Highway Engineer Sloan for the stone facing on the piers. He advised that the original specifications provided for granite facing, but State Highway Engineer Sloan had endeavored to prepare an alternate which would be drawing the proposition into competition thus securing a better price to the State. He advised that the Federal Bureau of Public Roads would not approve of the specifications for any other than granite unless the said alternate material was presented to the Federal Government and approved by it prior to the approval of the specifications. Commissioner Kidde stated that he felt that the Bureau of Public Roads has an interest in the work no larger than the State of New Jersey and there should be a mutual desire to secure the best results, and if alternates were approved for the piers by the Federal Government a stone facing would result in securing cheaper prices to the State. Mr. Grover of the Bureau of Public Roads advised that it was the feeling of the Bureau that where the alternate would not fix a definite acceptable proposition to the contractors there was a chance for confusion as to the low bidder in the work and the Federal Bureau did not desire any alternates entered into the specifications. Commissioner Jelin stated that while it appeared a certain amount of competition may be eliminated from the work, it would certainly hold up the completion of the bridge if the Commission would not accept the suggestions of the Federal Bureau of Public Roads, and he urged that all the changes as recommended by the Federal Bureau of Public Roads be entered in its specifications and the same be approved. State Highway Engineer Sloan advised that in view of his personal knowledge and practice, that recommendations made by him for the change in pier construction on three piers would have resulted in a considerable saving to the State; and he also was in favor of permitting an alternate to the granite facing. State Highway Engineer Sloan further raised a question as to the provisions of the Federal Government wherein they advise that they cannot share in the expense of the bond furnished by the contractor as a guarantee against defective workmanship and material during one year, and Mr. Hudson was directed to arrange for securing from each contractor who bids on the work, a separate statement as to the amount of money bid by him for the securing of a bond guaranteeing against defective material, and workmanship in order that this amount might be deducted when statement is rendered the Federal Government.

The Commission discussed XXX pro and con with Mr. Grover of the Federal Bureau of Public Roads, the question of bringing in alternates for granite facing and pier construction. Mr. Kidde asked to be placed on record as being opposed (See minutes of August 14th for correction) to any plan which would increase the cost of the work to the State of New Jersey, which opinion was shared by all the other Commissioners present. Mr. Kidde further stated that his entire business career had been devoted to accomplishing results in securing competitive bids on construction work and he desired, if possible, to have such competition for the State of New Jersey, and he felt that the suggestions as offered for alternates would result in giving competition.

Commissioner Jelin stated that while he believed that all of the statements made by Commissioner Kidde and Major Sloan were correct, if any progress was to be made the Commission would have to proceed upon the 'say so' of the Federal Bureau of Public Roads. Commissioner Kidde, therefore, moved the adoption of the following resolution:

BE IT RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a bridge over the Raritan River between Perth Amboy and

South Amboy, known as Federal Aid Project No. 20, in accordance with approval given to the said plans and specifications by the U. S. Bureau of Public Roads, and

BE IT FURTHER RESOLVED, that the Chairman of the State Highway Commission is authorized to sign all papers necessary for such approval by the State Highway Commission and the Secretary is directed to place the necessary advertisements for this work, said bids to be received on September 11th, 1923, at the meeting of the State Highway Commission.

This was seconded by Mr. Jelin and adopted.

Commissioner Kidde moved that the Commission record itself as expressing appreciation for the attention given this explanation by Mr Hudson and Mr. O. L. Grover of the Bureau of Public Roads. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde suggested that a complete copy of the plans and specifications for the Amboy Bridge work be forwarded to each of the Commissioners for close study and examination.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 6:50 P. M., to meet in regular session on Tuesday, July 24th, 1923, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

JUL 2 1923

MINUTES OF MEETING - JULY 24, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, July 24, 1923. The meeting was called to order by Chairman Scott at 10.30 A. M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route #18 → See minutes Oct. 2 for correction

Commissioner Kidde reported having read the minutes of the meeting of June 27, and inquired the reason for no record of the Commission's having acquired Route #18. The Secretary explained that due to the situation in Tenafly, the Commission had not yet determined upon the final taking over of this section after the hearing.

New Brunswick Br. —

Commissioner Kidde also inquired as to whether there was to be any further disposition made of the new bridge location at New Brunswick, and stated that these minutes directed that the State Highway Engineer prepare alternate studies. The State Highway Engineer also advised that within the next thirty days he would have ready for the Commission, the surveys showing the different locations suggested and recommended. The matter was therefore, held in abeyance. Commissioner Kidde stated that he desired to make a personal investigation of the ground with Commissioner Jelin at some early date.

Automobiles

State Highway Engineer Sloan requested authority from the Commission for the purchase of a Cadillac Sedan automobile to be assigned to his use. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the request of the State Highway Engineer and authorized the purchase of a Cadillac Sedan for the use of the State Highway Engineer, subject to the regulations of the State Purchasing Department. (Further action requesting additional information taken later in this meeting.)

Rejection of Plans, Monmouth Co.

The Secretary presented a communication from Hon. Wm. A. Stevens County Counsel for Monmouth Co., requesting the Commission to grant State Aid on the Farmingdale-Belmar Road, Section #3, Monmouth County, or reject the said plans and specifications on account of lack of funds in order that the County may proceed with the work from its own funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission rejected plans and specifications for the Farmingdale-Belmar Road, Section #3, Monmouth County, due to lack of funds, in order that the County may proceed with the work from its own funds.

Encroachments

The Secretary presented a communication from the Lakewood Garage of Lakewood, N. J., complaining of the installation of gasoline pumps at a competitor's location in Lakewood. The State Highway Engineer presented a communication and data to the effect that the former State Highway Commission had issued regulations withholding approval for the installation of gasoline filling stations within the right of way of the State Highway and approved only of the drive-in type of filling stations. The State Highway Engineer reported that in this particular case notification had been made and directions had been given to the owners of the property to remove the pumps, but up to this time such requests had been ignored. He recommended that he be granted authority to proceed at once to forcefully remove the gas filling stations and other encroachment of the right of way on State Highways, and which are forming encroachments on other rights of way. The State Highway Engineer further advised that the law, as at present existing, would not give the State Highway Commission the right of police powers which would inflict penalties where encroachments were permitted to remain on State Highways and suggested that some Legislation be requested covering this matter. Commissioner Kidde stated that he believed that the action of the State Highway Engineer was justified and moved that authority be granted to the State Highway Engineer to remove the gas filling stations encroaching on the road at Lakewood, N. J., subject to an opinion from the Attorney General as to the procedure that can be adopted. This was seconded by Mr. Jelin and adopted.

Signs

Chairman Scott stated that in this connection he would call attention to a number of signs placed within the right of way on the Trenton-Princeton road, by the Trenton Inter-State Fair Association. The Secretary informed the Commission that the regulations of the State Highway Department would not permit of any signs being placed within the right of way except by special permission. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the matter be investigated and that a report be made at the next meeting of the Commission.

East Landis Avenue, Landis Twp.

The Secretary reported that Mr. Johnstone of the State Institution for Feeble Minded was present representing the State Institutions and the Township Committee relative to road improvement leading to his institution. On motion duly seconded a hearing was granted. Mr. Johnstone appeared and requested the Commission's consideration for the improvement of East Landis Ave., in the Township of Landis from the easterly line of the Borough of Vineland to Spring Road, a distance of one and a half miles, which road forms a connecting link serving the State Institution for Feeble Minded at Vineland. Mr. Johnstone presented a communication from the Chairman of the Township Committee of Landis Township advising that if the State Highway Commission would improve this road with concrete or other substantial pavement, the Township Committee was ready to pay all the costs of the necessary curbs and gutters and 50% of the cost of the paving, which 50% was estimated would cost not to exceed $35,000.00. Mr. Jelin reported that he had been on this road and was impressed with the connection it would offer to the City of Vineland. Assistant State Highway Engineer Reed reported that the road was in very poor condition and would need between $4,000 and $5,000 to place it in proper repair at the present time. Commissioner Kidde inquired as to the funds from which this work could be done and was informed that this would have to be a special allotment from the Motor Vehicle Account as an aid to roads leading to State Institutions. Commissioner Kidde, therefore, moved that the Secretary prepare for the Commission at its next meeting a statement of the status of the Motor Vehicle Funds of the Department showing all the available balance there may be for distribution by the Commission. This was seconded by Mr. Jelin and adopted. Commissioner Kidde requested, in connection with the statement asked of the Secretary, that a list of all preferential items as set up by the State Highway Commission, be presented for consideration.

Acting Chairman ✓

Chairman Scott advised the Commission that due to a previous engagement in New York, it would be necessary for him to leave the meeting at this time, which he did. Commissioner Kidde moved that Mr. Stewart assume the position of Acting Chairman, which was seconded by Mr. Jelin and adopted.

Special Motor Vehicle Inspectors. ✓

The Secretary presented to the Commissioners present, their badges as Special Motor Vehicle Inspectors and advised that the regular form of Summons' Book would be issued within a short time.

Union County, State Aid ✓

The Secretary reported that a hearing had been requested by Mr. J. L. Bauer, County Engineer of Union County, and that he was present at this time. On motion duly seconded a hearing was granted. Mr. Bauer appeared with Mr. Miland and Mr. Hatfield of Union County with reference to obtaining the Commission's approval of contract for the reconstruction of Springfield Ave., from Snyder Ave., to Passaic River in the Township of New Providence. Mr. Bauer stated that it was the policy of Union County to include permanent reconstruction each year in its Motor Vehicle allotment schedule, and for 1923 Edgar Road from Elizabeth to Rahway was included. However, due to the fact that the City of Elizabeth must pass an ordinance covering part of this work it will have to be delayed until next year. The County of Union has also undertaken the construction of Springfield Ave., and has received bids upon the same and requested that permission be granted to substitute Springfield Ave., in the Township of New Providence from Snyder Ave., to Passaic River in its 1923 schedule, there being no additional funds requested from the State Highway Commission. Commissioner Kidde directed that before the transfer is approved by the Commission the Assistant State Highway Engineer make a review of the specification and bids received and report to the Commission at the afternoon session. This was approved.

Suggested Routes.

The Secretary presented a resolution from the Township of Raritan, Middlesex County, requesting the Commission to consider an auxillary route "Leading from the present State Highway along Vineyard road to King George's or Post Road to Meadow Land and thence to the Raritan River in said township, and that a bridge be constructed across the said river at the end of Meadow Lane to connect with Weston's Mills Road." On motion duly seconded, the resolution was ordered received and placed on file for consideration when the new bridge line at New Brunswick is taken up.

Route #15, Sec. 4, Millville.

The Secretary presented a communication from the City of Millville requesting a hearing before the Commission with reference to the completion of West Main Street, Millville, known as Route #15, Section #4, and would prefer this hearing at the same time a hearing was granted to the Attorney for the trolley company operating between Bridgeton and Millville. On motion duly seconded, the communication was ordered acknowledged and the Secretary was directed to advise them that the matter is under consideration and plans are being prepared for the study of the Commission, and that they will be notified when there will be a hearing arranged.

On motion duly seconded the meeting recessed for luncheon at 12.20 P. M., to meet in regular session at 2.00 P. M. The meeting reconvened at 2.00 P.M., with Messrs. Kidde, Stewart and Jelin present.

Request Township Aid - Ocean Co

The Secretary reported that a committee representing the Township of Brick, Ocean County, was present and desired a hearing with reference to securing State Aid for township roads. On motion duly seconded a hearing was granted. Mr. H. C. Shinn, Engineer for the Township appeared with Mr. Savage, Director of the Board of Freeholders of Ocean County. Mr. Shinn reported that the Township Committee appeared to request aid to the extent of

$4,500.00 for the construction of a township road which would serve as a detour for Route #4, Section #21, Pt. Pleasant to Laurelton, which is now being constructed by Michael Staub, Contractor. The Township Committee informed the Commission that the contractor on the work had agreed to contribute to the Township the sum of $500. provided the State Highway Commission would permit traffic to be diverted over the Township road during the construction of the Highway. Commissioner Kidde inquired whether the road was marked as an official detour and was informed that under the provisions of the contract the contractor was to permit traffic to pass over the work while under construction. Commissioner Stewart then asked in what legal way the Township could secure this State Aid, and the Secretary informed the Commission that application had been filed for this improvement in accordance with the Township Aid Act. On motion by Mr. Jelin, seconded by Mr. Kidde, the apportionment of $4,500.00 Township Aid to Brick Township, Ocean County, was approved.

Rejection of Plans, Gloucester Co. ✓

The Secretary reported that Mr. William C. Cuttell, County Engineer of Gloucester County was present and desired a hearing. On motion duly seconded, a hearing was granted. Mr. Cottrell advised that he appeared with reference to securing State Aid for the Woodbury-Blackwood Road, Gloucester County, and that in the event the Commission cannot grant the same, asked that the plans and specifications be rejected in order that the County might proceed with the work from its own funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission rejected the plans and specifications for the Woodbury-Blackwood Road, Gloucester County, due to lack of funds, in order that the County might proceed with the work from its own funds.

Automobiles. /

The Secretary reported to the Commission that Mr. Seldon of the New Brunswick Cadillac Agency was present to discuss a proposition concerning the sale of the used Cadillacs and the purchase by the State of new cars. He submitted a tentative proposition to the Commission which was asked that he put in writing, and Mr. Kidde moved that the State Highway Engineer prepare a brief specification of the exact type of automobile desired for the purposes of himself and the Commission and that bids be received on these items in accordance with the State Purchasing Department's regulations.

Route #15, Section #4 ✓

The Secretary presented a report from Division Engineer J. A. Williams on the situation existing in the City of Millville on Route #15, Section #4. On motion duly seconded, the communication was ordered received and held for later consideration.

Route #12, Section #4. ✓

The Secretary presented a communication from Gardner A. Cline of New Village, on Route #12, Section #4, New Village-Marlatt's Corner section, complaining as to the method in which the work was done and asking relief from dust, dirt and water running into his yard. The Secretary presented a report from the Construction Engineer advising that the location of the trolley tracks in New Village was as authorized by the former State Highway Commission, and that conditions in the neighborhood of Mr. Cline's property have not been changed except for the fact that they now have the benefit of a highly improved highway as against that of a dusty, dirty macadam road which previously existed. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to notify the Secretary to the Governor as to the exact conditions in accordance with the report of the Construction Engineer.

Industrial Report ✓

The Secretary presented a communication received by Commissioner Stewart from Miss Lillian Erskine, Chief of the Bureau of Industrial Statistics, stating that in view of the fact that the State Highway Commission has changed since writing the transportation section of the new State Industrial Directory, she would desire information from the new Commission as to its policies for the information of the tax payers. On motion by Mr.

Jelin, seconded by Mr. Kidde, the communication was referred to the Secretary with directions that an outline be prepared for approval of the Commission, of a statement to be submitted by the State Highway Commission for the Industrial Directory.

Traffic Signals

The Secretary presented a communication from the City of Absecon requesting permission of the State Highway Commission to place an automobile signal at the intersection of White Horse Pike and New York Road on Route #3, and further requesting that in view of excessive traffic on White Horse Pike and the New York Road, that the said roads be cleaned by the State Highway Commission. State Highway Engineer Sloan presented a copy of a communication he had prepared to be forwarded to the City of Absecon in which he advised that the approval would be to the installation of a signal at the intersection of the said routes #3 & #4 at Absecon; said signal to be erected at the expense and sole responsibility of the City of Absecon, and that if the existance of the signal is found undesirable the city will remove the same upon notice from the State Highway Commission. As to the cleaning of the White Horse Pike and New York Road, he advised that this is a matter entirely for the Street Cleaning Department of the local Government. Commissioner Kidde moved that the communication as submitted by the State Highway Engineer be ratified and that permission be given for the installation of the traffic signal at Absecon subject to the approval of the State Highway Engineer and subject to its location and the type of signal used.

Shore Railway
Inland Waterway Br, Rt 4.

The Secretary presented a communication from Mr. George O. Vanderbilt with further reference to the request to place tracks over the bridge on the road from Lakewood to Pt. Pleasant, over the Inland Waterway, making the claim that his Company should have permission to run electric cars over this bridge without charge. On motion, duly seconded, the communication was ordered received and placed on file.

Route #11, Bellville. ✓

The Secretary presented a communication from the Town of Bellville, New Jersey, replying to the request made by the State Highway Commission as to whether the Town was prepared to improve Route #11 to its full width between the curbs, in the event the State Highway Commission undertook the improvement of the same. In this communication the Commission was informed that the Town of Bellville is prepared to take any action necessary to get this road constructed in such a manner that is adequate to care for the very heavy traffic and would cooperate in every way possible toward completing this improvement. On motion duly seconded, the communication was ordered received and acknowledged with the appreciation of the State Highway Commission for the cooperation offered.

Route #11, Essex County ✓

The Secretary informed the Commission that the County of Essex had been forwarded a similar communication as that which had been forwarded the Town of Bellville, but they had become exercised due to the feeling that the Commission was prejudiced against taking over any of Route #11 in Essex County. The Secretary further advised that a delegation of the Board of Freeholders of Essex County would appear at the next meeting of the Commission. Commissioner Lidde directed that a report be prepared by the State Highway Engineer on the condition of the State Highway System in Essex County in order that complete data may be on hand when the Essex County Board appears.

Long Branch Celebration ✓

The Secretary presented to the Commission an invitation from the Board of Freeholders of Monmouth County inviting the Commission to attend a banquet to be given at Price's Hotel, Pleasure Bay, this to be given by the City of Long Branch in commemoration of the opening of the Ocean Boulevard which will have been completed in Long Branch at that time. On motion duly seconded, the Secretary was directed to acknowledge the receipt of the communication and to inform the Board of Freeholders of Monmouth County that the Commission is pleased to accept the invitation and will notify them later as to the members of the Commission who will be present.

Schedule of Business

The Schedule of Business was next taken up for consideration item by item as follows:

Route #2, Section #4, Burlington.

State Highway Engineer Sloan presented a report on bids received for the grading of Route #2, Section #4 through Burlington, for the consideration of the Commission. These bids are as follows:

L. J. Seiling	86.43
S. S. Thompson & Co.	96.3
Thompson & Glickman, and Grant & Driver	96.93
Ross & Whelan, Inc.	96.8
Krellwitx Cont. Co.	103.4
Fish-Rutherford, Inc.	109.5
Michael Staub	112.8
Gibbs-Mueller Co.	113.3
Weldon Const. Co.	115.

The State Highway Engineer reported to the Commission that he was not prepared, in view of the wide difference between the low bid and the second low bid, to recommend award of contract to the low bidder. He further stated that L. J. Seiling, the low bidder had not been entirely satisfactory on the work performed by him in the past for the Commission. On motion duly seconded the Commission directed that Mr. L. J. Seiling be requested to appear before the Commission at its next meeting.

Route #10, Section #2, Delia Ave. Crossing

State Highway Engineer Sloan reported on bids received on Delia Avenue and Trolley crossing on Route #10, Section #2, at M.P. 9.9 and 10.0, for consideration of the Commission. These bids are as follows:

R. J. Mansfield	$118,330.00
John J. McGarry	125,000.00
Thomas Sheahan	127,447.88
Krellwitz Cont. Co.	138,934.00
Stillman-Delehanty-Ferris	154,750.00
O'Gara Const. Co.	164,699.00

State Highway Engineer Sloan stated that he was not yet ready to recommend award of contract to the low bidder on account

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of the slow progress made on other work for the Commission. On motion, duly seconded, the Commission directed that L. J. Mansfield, low bidder on this work, be requested to appear before the Commission at its next meeting.

Route #8, White's Bridge.

The State Highway Engineer reported that plans and specifications were ready for advertising on the construction of White's Bridge at M.P. 16.1 on Route #8. On motion by Mr. Kidde seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> BE IT RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of White's Bridge at M.P. 16.1 on Route #8, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to approve the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the same.

Condemnation, Route #5, Sec. 10

The State Highway Engineer recommended to the Commission that condemnation proceedings be instituted in connection with the land of Mr. Townsend Cushman on Route #5, Section #10, the State having offered $500. and the owner demanding $1,000. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously accepted the report of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 5, Sec. 10, All that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

Beginning in the dividing line between lands of the party of the first part hereto and lands of Sarah C. Brant at a point distant Northeasterly thirty-eight feet (38') at right angles from the proposed center line of Route 5, also known as the Morris Turnpike, at Station 67 plus 22.50,

Thence (1) parallel to the said proposed center line South fifty-five degrees ten minutes thirty seconds East (S55-10'-30"E) four hundred and thirty-two feet and fifty-four hundredths of a foot (432.54') to the line of lands of the Tichenor-Williams Co.

Thence (2) along their line South fifty-six degrees thirty-eight minutes West (S56-38'W) nine feet and sixty-three hundredths of a foot (9.63') to a point in the Northerly side of the said Morris Turnpike.

Thence (3) along the said Northerly side of the said Morris Turnpike North sixty-five degrees fifty-six minutes West (N65-56'W) one hundred and thirty-two feet (132.00').

Thence (4) still along the said Northerly side of the said Morris Turnpike North fifty-one degrees five minutes West(N51-05'W) two hundred feet (200.00').

Thence (5) still along the said Northerly side of the said Morris Turnpike North fifty-two degrees thirty-four minutes West (N52-34'W) one hundred and two feet and sixty hundredths of a foot (102.60') to the aforesaid dividing line between the lands of the party of the first part hereto and lands of Sarah O. Brant.

Thence (6) along the said dividing line North forty-five degrees sixteen minutes East (N45-16'E) fourteen feet and eighty-nine hundredths of a foot to the point of beginning. Containing two hundred and twenty-four thousandths (0.224) of an acre.

Together with all rights, title and interest in and to all the property lying in front of the above described premises to the middle of the said Morris Turnpike.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

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Route #4, Section #21, Right of Way.

The State Highway Engineer presented for approval by the Commission purchase agreements for land required on Route #4, Section #21, Laurelton-Pt. Pleasant section. Motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route #4, Section #21, Laurelton-Pt. Pleasant.

Parcel #1, Wm. J. Kennedy ---- consideration--$ 1.00
Parcel #3, Ethelwyn Brower---- consideration-- 121.00
Parcel #4, Edgar M. Taylor---- consideration-- 1.00
Parcel #6, Robt. J. Parkinson- consideration-- 1.00

Route #5, Section #13, Condemnations

The State Highway Engineer reported to the Commission that it would be necessary to condemn property of Silas H. Chamberlain required for the construction of Route #5, Section #13, Budd Lake-Netcong section; the offer being $1,200.00 and the demand being $2,500.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission accepted the report of the State Highway Engineer and unanimously adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 5, Section No. 10, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #1

Beginning in the division line between lands of David H. Brown and the party of the first part hereto, at a point distant sixteen and one half feet (16.5') at right angles from the center line of State Highway Route #5, Section #13, at Station 4 plus 52.72 as shown on plans of same dated July 2, 1923, and adopted by the State Highway Commission.

(1) Thence, along the said division line, north nineteen degrees, twenty-nine minutes West (N. 19°-29'W.) seventeen and nineteen one hundredths feet (17.19').

(2) Thence, north easterly through the property of the party of the first part, on the arc of a curve to the left of radius thirteen hundred and ninety-nine and one half feet (1399.5') for

a distance of two hundred and seventy-nine and seven one hundredths feet (279.07'), chord of which is north forty-eight degrees fifty-eight minutes and forty-five seconds east (N.48°-58'-45" E.) two hundred and seventy-eight and sixty-one hundredths feet (278.60').

(3) Thence, north forty-three degrees and sixteen minutes east (N.43°-16'E.) three hundred and fifty-five feet more or less (355.' plus) to the westerly side of the public road leading between Budd Lake and Netcong.

(4) Thence, along the said side of public road south thirty-one degrees and forth-six minutes west (S.31°-46'W.) three hundred feet more or less (300'plus)

(5) Thence, along said side of public road south fifty-five degrees and three/minutes and fifty seconds West (S.55 -03'-50"W.) three hundred and fifty-three and fifty-five one hundredths feet more or less (353.55) to the point of beginning.

Containing forty-five one hundredths (0.45) of an acre more or less.

All of which is more particularly shown on a Map entitled New Jersey State Highway Department Route #5, Budd Lake-Netcong Section, property to be acquired from Silas Chamberlain, Mount Olive Township, Morris County, New Jersey.

Scale: 1" = 50' Dated Feb. 1923

PARCEL #2

Beginning at a point on the easterly side line of the public road leading between Budd Lake and Netcong. Said point being at Station 10 plus 95 of the center line of State Highway Route #5, Section #13, as shown on plans of same dated July 2, 1923, and adopted by the State Highway Commission.

(1) Thence, along the side of the said public road, north thirty-one degrees and forty-six minutes east (N. 31°-46'E.) one hundred and sixty-five and fifty-two one hundredths feet (165.52').

(2) Thence, through the property of the party of the first part north forty-three degrees and sixteen minutes east (N.43°-16'E.) eight hundred and forty and thirty one-hundredths feet (840.30').

(3) Thence, north easterly on the arc of a curve to the right of radius twenty-eight hundred and ninety-eight feet (2898') for a distance of two hundred and fifty-eight and seventy-nine one hundredths feet (258.79'), chord of which is north forty-five degrees forty-nine minutes and thirty seconds east (N.45°-49'-30"E.) two hundred and fifty-eight and seventy-one, one hundredths feet (258.71').

(4) Thence, north forty-eight degrees and twenty-three minutes east (N.48°-23'E.) one hundred and sixth-three and twenty-one hundredths feet (163.21') to the division line between lands of Mrs. Carrie Scudder and the party of the first part.

(5) Thence, along the said division line, south three degrees and fifty-two minutes west (S.3°-52'W.) eighty-three and forty-seven, one hundredths feet (83.47').

(6) Thence, through the property of the party of the first part south forty-eight degrees and twenty-three minutes west (S.48°-23'W.) one hundred and twelve and eleven one hundredths feet (112.11').

(7) Thence, south westerly on the arc of a curve to the left of radius twenty-eight hundred and thirty-two feet (2832') for a distance of two hundred and fifty two and eighty-nine, one hundredths feet (252.89'), chord of which is south forty-five degrees forty-nine minutes and thirty seconds west (S.45°-49'-30"W.) two hundred and fifty-two and eighty-two, one hundredths feet(252.82')

(8) Thence, south forty-three degrees and sixteen minutes west (S.43°-16' W.) five hundred and ninety-seven and fifty, one hundredths feet (597.50')

(9) Thence, south forty-six degrees and forty-four minutes (S.46°-44'E.)

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the

State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route #5, Section #13, Right of Way

State Highway Engineer Sloan recommended the purchase of property needed for right of way on Route #5, Section #13, Budd Lake-Netcong Section. Commissioner Jelin stated that several of these items were for an amount in excess of $200 and suggested that the Commission secure appraisals from two competent Real Estate experts upon any properties on which the sum asked is more than $200, and he moved that the State Highway Commission approve the purchase of the following parcels of land on Route #5, Section #12, said amount being not in excess of $200.

Parcel #4, Mrs. Lillian Lake	$200.00
Parcel #5, Dorson Drake	200.00
Parcel #7, Leonard & Pauline Ringenback	15.00
Parcel #8, Michael Gallo	1.00
Parcel #11, Mrs. Ethel Chesterton	15.00
Parcel #12, Mr. Alvah Hill	25.00
Parcel #15, Kingdon Realty Co.	1.00
Parcel #7A, Robt. J. Petit	50.00
Parcel #18, Mrs. Elizabeth A. Smith	35.00

This was seconded by Mr. Kidde and adopted.

Right of Way, Route #4, Bass River Br.

State Highway Engineer Sloan recommended approval of purchase agreements for property needed on Route #4, at the location of the Bass River Bridge at M.P. 13.9. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following properties needed for the construction of the Bass River Bridge at M.P. 13.9 on Route #4.

Parcel #4, Jess Cramer	$350.00
Parcel #5, W. T. Loveland	50.00

Right of Way, Route #5, Section #13.

The State Highway Engineer reported to the Commission that the Right of Way Division was unable to agree with Mr. E. T. Dalberg for the purchase of property needed on Route #5, Section #13, Budd Lake-Netcong Section. Mr. Dalberg asked $3,000.00 cash for 500 cu. yds. of fill, while the State offered him $300.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the report of the State Highway Engineer was ordered received and condemnation was directed in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #5, Sec. 13, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #6

Beginning at an iron monument on the division line between lands of D. S. Drake and the party of the first part hereto, said iron monument being five and one-half feet (5.50') at right angles to Station 35 plus 13 of the center line of State Highway, Route #5, Section #13, as shown on plans of same dated July 2, 1923, and adopted by the State Highway Commission.

(1) Thence, along the said division line north thirteen degrees and five minutes west (N.13°-05'W.) thirty one feet (31').

(2) Thence through the property of the party of the first part north forty nine degrees and thirty nine minutes east (N.49°-39'E.) five hundred and six and twenty seven hundredths feet (506.27').

(3) Thence, north easterly on the arc of a curve to the right of radius twenty eight hundred and ninety eight feet (2898') for a distance of three hundred and seventy and seven, one hundredths feet (370.07'), chord of which is north fifty three degrees, eighteen minutes, and thirty seconds east (N.53°-18'-30"E.) three hundred and sixty nine and eighty two, one hundredths feet (369.82').

(4) Thence, north fifty six degrees and fifty eight minutes (N.56°-58'E.) one hundred and ninety nine and thirty three, one hundredths feet (199.33').

(5) Thence, at right angles to course number four (4) north thirty three degrees and two minutes west(N. 33°-02'W.) seventeen feet (17.0').

(6) Thence, at right angles to course number five (5), north fifty six degrees and fifty eight minutes east (N.56°-58' E.) one hundred and fifty feet (150.0').

(7) Thence, at right angles to course number six (6), south thirty three degrees and two minutes east (S.33°-02'E.) seventeen feet (17.0').

(8) Thence, at right angles to course number seven (7), north fifty six degrees and fifty eight minutes east (N.56°-58'E.) six hundred and eight and eighty five, one hundredths feet (608.85') to a point in the division line between lands of Michael Gallo and the party of the first part, distant thirty-three feet (33') at right angles from the said center line of State Highway Route #5, Section #13, at Station 53 plus 58.85.

(9) Thence, along said division line of Michael Gallo, south eighty four degrees twenty eight minutes and ten seconds east (S.84°-28'10"E.) one hundred and five and seventy, one hundredths feet to a point on the said division line, said point being distant thirty three feet (33') at right angles from the said center line of State Highway Route #5, Section #13.

(10) Thence, through the property of the party of the first part south fifty six degrees and fifty eight minutes West (S.56°-58'W.) six hundred and ninety and thirty five, one hundredths feet (690.35').

(11) Thence, at right angles to course number ten (10) south thirty three degrees and two minutes east (S. 33°-02'E.) seven feet (7').

(12) Thence, at right angles to course number (11) south fifty six degrees and fifty eight minutes West (S.56°-58'W.) one hundred and fifty feet (150').

(13) Thence, at right angles to course number twelve (12) north thirty three degrees and two minutes West (N.33°-02'W.) seven feet (7').

(14) Thence, at right angles to course number thirteen (13)south fifty six degrees and fifty eight minutes West (S.56 -58'W.) one hundred and ninety nine and thirty three, one hundredths feet(199.33').

(15) Thence, south westerly on the arc of a curve to the left of radius twenty eight hundred and thirty two feet (2832') for a distance of three hundred and sixty one and sixty five, one hundredths feet (361.65') chord of which is south fifty three degrees, eighteen minutes, and thirty seconds west (S. 53°-18'-30"W.) three hundred and sixty one and forty, one hundredths feet (361.40').

(16) Thence, south forty nine degrees and thirty nine minutes West (S.49°-39'W.) four hundred and twenty one and fifty seven hundredths feet (421.57') to the northerly side of the public road leading between Budd Lake and Netcong.

(17) Thence, along the said public road south seventy degrees and forty minutes West (S.70°-40'W.) one hundred and seven and eighteen one hundredths feet (107.18') to the point of beginning.

Containing 2.927 acres, more or less.

All of which is more particularly shown on a Map entitled New Jersey State Highway Department Route #5, Budd Lake-Netcong Section, property to be acquired from Eric T. Dalberg, Mount Olive Township, Morris County, N. J.

Dated February 1923.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #4, Cedar Creek Bridge.

State Highway Engineer Sloan presented a report on property needed on Route #4, at the location of Cedar Creek Bridge, at M.P. 41.1, and recommended that an offer of $1,300.00 be made to the estate of Isaac North for the property or that condemnation proceedings be instituted. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the report of the State Highway Engineer and directed that the sum of $1,300.00 be offered to the Estate of Isaac North for property needed on Route #4, at M.P. 41.1, and in the event that the offer is refused, that condemnation be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #4, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

BEGINNING at the point of intersection of the present fence line on the westerly side of the Highway now known as Route #4 of the State Highway System and the division line between properties of Isaac Worth and Wm. Brinley and running thence (1) North forty-seven degrees ten minutes West (N. 47°10' W), fifteen and eight one-hundredths (15.08) feet along said division line to a point distant thirty-three (33) feet radially from the new center line of the State Highway; thence (2) in a northeasterly direction along the arc of a circle to the left, concentric with the curve of the new center line and of nine hundred twenty-two and thirty-seven one-hundredths (922.37) feet radius, seventy-six and sixty-eight one-hundredths (76.68) feet to a point of tangency; thence (3) North thirty degrees six minutes twenty seconds East (N 30° 06' 20"E), one hundred nine and sixty-two one-hundredths (109.62) feet to a point on the northerly property line of Isaac Worth, said point being at or near the southerly side of Cedar Creek and distant thirty-three (33) feet at right angles from the new center line of Highway; thence (4) South eighty-two degrees fourteen minutes forty seconds East (S 82° 14' 40" E), forty-nine and ninety-four one hundredths (49.94) feet along said property line of Isaac Worth to the aforementioned fence line on the westerly side of the Highway; thence (5) South thirty-nine degrees thirty-two minutes thirty seconds West (S 39° 32' 30" W), two hundred eleven and thirty-eight one-hundredths (211.38) feet along said fence line to the point or place of beginning CONTAINING one hundred thirty one-thousandths (0.130) of an acre more or less.

IT BEING the intention of the grantor to convey to the State of New Jersey all that portion of his property Lying between the present fence line on the westerly side of the highway and a line distant thirty-three (33) feet westerly from and parallel to the new center line of State Highway from Cedar Creek southerly to the division line between the properties of Isaac Worth and Wm.Brinley as shown on map entitled "New Jersey State Highway Department, Section of Route #4, property to be acquired from Isaac Worth near Cedar Creek Bridge, Lacey Township Ocean County, Scale 1" = 50' December 1922. "Revised February 1923."

TOGETHER with all the right, title and interest the party of the first part may have in the existing Highway adjoining the above described premises.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #4, Cedar Ck. Bridge

The State Highway Engineer presented purchase agreement for property needed on Route #4, at M.P. 41.1, for the construction of Cedar Creek Bridge and recommended approval by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the purchase of the property on Route #4, at M.P. 41.1 for the construction of Cedar Creek Bridge.

Parcel #1, Estate of William Brinley, $25.00 for land and $1,064.00 for moving building, total $1,089.00

Parcel #3, M. Almond Grant, consideration-- $25.00

Route #5, Section #13, Pavement.

The State Highway Engineer recommended to the Commission the passage of a resolution providing for the placing of permanent type pavement on Route #5, Section #13, Budd Lake-Netcong Road as soon as practicable in order to meet the requirements of the Federal Government. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

WHEREAS, project statements, plans and specifications for Route #5, Section #13, Budd Lake-Netcong section, Federal Aid project #50 have been submitted to the Bureau of Public Roads for approval, the work providing for grading and drainage only in order to permit proper settlement prior to the construction of a pavement thereon

NOW, THEREFORE, BE IT RESOLVED, that the Federal Government be assured that the State Highway Commission will complete this section by the construction of an adequate pavement as soon as it is practical after the settlement of the fills.

Route #4, Section #17. ✓ Barnegat

State Highway Engineer Sloan recommended approval of the action of the Board of Freeholders of Ocean County, extending the time of the completion of Route #4, Section #17, to June 18, 1923 which date was the date of completion on the work. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved extension of time on Route #4, Section #17 to June 18,1923.

Route #4, Section #18 Tuckerton

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the extension of time as granted by the Ocean County Board of Freeholders to the Public Service Production Company, on Route #4, Section #18, to June 18,1923, on which time the work was reported completed.

Route #6, Section #14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the extension of time as granted by the Board of Freeholders of Gloucester County to the Public Service Production Company on Route #6, Section #14, through Woodbury, to June 21, 1923, as recommended by the State Highway Engineer.

Route #5, Section #8 Barkers Cor- Great Meadows

State Highway Engineer Sloan presented the resolution of Warren County granting an extension of time of 45 working days to Salmon Brothers, for their contract on Route #5, Section #8, at Great Meadows, and recommended that the extension of time for 45 days be denied but that an extension of 20 days be approved on Route #5, Section #8, work being done under the Reimbursement Act by Warren County.

Route #5, Section #6 ✓

The State Highway Engineer presented a report in connection with the contract of J. [illegible] Geiger Sons, on Route #5, Section #6, Speedwell Avenue, Morristown, and recommended approval of a request for extension of time of one month due to the fact that the Traction

Company has failed to deliver the track material on the work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the action of the Board of Freeholders of Morris County in granting extension of time to J. S. Geiger Sons on Route #5, Section #6, Speedwell Ave., Morristown for one month from June 15th.

Route #9, Plainfield ✓

The State Highway Engineer presented a resolution from the Common Council of the City of Plainfield granting extension of time to the Newark Paving Company, on Route #9, Section "B" in the City of Plainfield from June 1st to July 1, 1923, and he recommended approval by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the action of the Common Council of Plainfield in granting extension of time to the Newark Paving Company, from June 1,1923 to July 1, 1923, on Route #9, Section "B" in Plainfield.

Sidewalks on Bridges ✓

The State Highway Engineer presented a communication from H. B. Keasby, County Engineer of Salem County, advising that the Board of Freeholders had no right to expend money for construction of sidewalks on bridge at M.P. 9.7, on State Highway Route #6, over the West Jersey & Seashore R. R., at Woodstown, and further expressed regret that the lives of the pedestrians must be endangered by reason of the lack of authority to put sidewalks on this bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ordered the communication received and directed that the Secretary advise Mr. Keasbey of the provision in the statute whereby roads may be widened for extra width beyond that paid by the State, by the local Governing Bodies.

Cement Bids ✓

The State Highway Engineer presented a communication from the Sales Manager of the Lehigh Portland Cement Co., of Allentown, Pa., requesting permission to quote on State Purchases of cement. The Secretary informed the Commission that there was a regulation of the former Commission, that when cement prices were obtained that they be obtained only from those concerns having plants in New

Jersey. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the competition in the purchase of cement by the State Highway Department, be opened wide in order to permit of prices being obtained from any responsible source.

Office Buildings ✓

The State Highway Engineer presented a report as requested by the Commission in connection with the properties located at 138-140 West State Street, Trenton, N.J., as to their suitability for office purposes of the State Highway Department; this report advising that the arrangement of the rooms in this building are not adapted for the needs of the Department, nor has it sufficient natural light or ventilation for the purposes of the Department. On motion duly seconded, the report was ordered received and placed on file. Commissioner Kidde inquired as to whether there was any further report on the matter of securing space in the new wing of the Broad Street Bank Building, and the Secretary advised that the matter was discussed with the building Superintendent and the President of the Bank and the State Comptroller and was to be given further consideration.

Route 1, Hackensack Bridge ✓

The State Highway Engineer reported to the Commission that inasmuch as it was not the policy of the Commission to carry insurance on its bridges, he would recommend that insurance be not continued on the Hackensack River Bridge after final payment is made to Stillman, Delehanty, Ferris Company, on account of their contract for the construction of a bridge over the Hackensack River. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed the policy on the Hackensack River Bridge (Temporary Bridge) be not continued beyond the date of final payment to the Contractor.

Commissioner Kidde further suggested that the State Highway Engineer arrange to have some one from the Department detailed to inspect the fire prevention facilities on the various State Highway structures.

A. G. A. Signs ✓

The State Highway Engineer presented a communication from the American Gas Accumulator Co., together with the blue-print for a new design of light-house which they expect to install in accordance with their agreement with the State Highway Department. Commissioner Kidde stated that he would not approve of any further items as affecting the Highway Lighthouses, and moved that the communication be ordered received and placed on file. This was seconded and adopted.

DeCharms' Resignation. ✓

State Highway Engineer Sloan reported to the Commission that he had received a letter of resignation from Mr. Richard DeCharms, Assistant Bridge Engineer, to take effect August 15, 1923. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the resignation of Mr. DeCharms with regret.

State Highway Engineer Sloan stated that he had presented this resignation and would state that he felt that the unsatisfactory conditions existing in the employment situation in the Bridge Department would be eliminated to a great extent if the Bridge Office was transferred to Trenton.

Northeast Boulevard, Cumberland County. ✓

The State Highway Engineer recommended to the Commission the acceptance and final payment on the Northeast Boulevard, Landis Township, Cumberland County Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the Northeast Boulevard, Landis Township, Cumberland County, and directed that final payment be made from the Township Aid Account.

Bergen County, Motor Vehicle Aid. ✓

The State Highway Engineer recommended that the Commission authorize the payment of the entire Motor Vehicle allotment for 1923 to the County of Bergen in the sum of $154,975.00. Commissioner Kidde reported that he, in company with Chairman Scott, had made an inspection of completed work on Bergen County road repairs and they were convinced that the work had been well done under the supervision of the Supervisor of County Roads, Mr. Thier, and he moved that the Commission authorize payment of the entire Motor Vehicle allotment. This was seconded by Mr. Jelin and adopted.

Moorestown Pike

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved specifications for the patching of a portion of the Moorestown Pike between Cove Road and the Delaware River Railroad Bridge, Motor Vehicle Aid, Camden County.

Hunterdon County-Township Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the approval of agreement between the Township of Union in Hunterdon County and Sigafoos & Poore, for the Jutland-Perryville Road, at their low bid of $8,714.38, said agreement having been recommended by the State Highway Engineer.

Hunterdon County Township Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of agreement between Franklin Township and Hugh Simanton for the construction of the Pottstown-Quakertown Road, in Franklin Township, Hunterdon County, at the low bid of $15,073.70, said agreement having been recommended by the State Highway Engineer.

Sussex County Township Aid.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of $500.00 to Byram Township, Sussex County, on Waterloo Road (Starport Hill & Approaches) said approval having been recommended by the State Highway Engineer.

Mercer County Township Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment amounting to $4,424.35 on the Harbourton-Bear Tavern Road, Mercer County, same having been recommended by the State Highway Engineer.

Morris County, Stone & Equipment

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved award of contract by the County of Morris to the Gray Construction Company, for broken stone and gravel; to the Pompton Crushed Stone Company for broken stone and to the Gray Construction Company for equipment; same having been recommended by the State Highway Engineer.

Route #3, Section #8 ✓

State Highway Engineer Sloan recommended to the State Highway Commission approval of extension of time for 30 working days on Route #3, Section #8, Camden City Line-Clements Bridge road, this work having been completed and this extension being necessary for the completion of the records. On motion duly seconded, the recommendation of the State Highway Engineer was received and approval was given for an extension of 30 working days on Route #3, Section #8, Camden City Line-Clements Bridge Road.

Traffic on Detours ✓

The Secretary presented a report he had made to the Chairman advising that he had taken up with the Attorney General's Department the matter of the right and authority of the State Highway Department in forcing traffic to use detours as established by the Department. The Attorney General had ruled that the State Highway Act contains no police powers nor does the Detour Act provide any penalty, therefore, traffic cannot be compelled to take a detour. The Secretary was directed to place this matter in a special file for consideration when recommendations are made to the Legislature in the annual report.

Route #10, Section #10 ✓

The State Highway Engineer requested that the State Highway Commission adopt a resolution covering the acquisition of all property needed on Route #10, Section #10, and that it provide that where agreements are entered into that they be presented to the Commission for approval. On motion, duly seconded, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission hereby determines to acquire, in the name of the State of New Jersey, by purchase or condemnation, all lands and premises necessary for the use in the construction of Section #10, State Highway Route #10, as shown on the plans for such construction heretofore adopted and approved by said Commission, and that the State Highway Engineer, wherever possible, is hereby directed to arrange for the acquisition of such lands and premises by agreement with the owners thereof and to present such agreements to this Commission for its approval; that, where in his opinion, such acquisition is not possible by agreement with the owners of such lands and premises, he is hereby directed to arrange for the institution of condemnation proceedings in accordance with the provisions of the Statute in such case made and provided.

Employments ✓

The State Highway Engineer reported to the Commission that a number of employments and transfers had been made since the last meeting of the Commission, and requested ratification of same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously approved the following employments in the State Highway Department:

July 20	Chas. P. Brennen	Senior Clerk	$115	per	mo.
Aug. 1	J. S. Van Nuys	Rodman	90	"	"
July 13	Wm. S. D'Arcy	Office Boy	40	"	"
Aug. 1	[illegible] L. Braybrooke	Asst. Civil Eng.	165	"	"
July 12	Patrick McCullough	Bridge Inspector	165	"	"
July 16	John J. Coakley	Bridge Attendant	90	"	"

Change in Status

July 1	L. M. McKenny formerly Title Searcher at $150.00	Asst. Right of Way Agt.	$190.	per	mo.
July 16	H. R. Fleming formerly Rodman at $90.00	Junior Engineer	125.	"	"
Aug. 1	Julius J. Newmark formerly Survey Engineer at $210.00	Office Engineer	300.	"	"

Hourly Men

July 13	Norman Gabel	Garage Assistant	.45	per	hr.
" 5	W. F. Bush	Garage Assistant	.50	"	"
" 16	Jos. Rabatic	Motor Truck Driver	.45	"	"
" 16	C. T. Tuckern	" " "	.45	"	"
" 16	Dorsey Hollingshead	" " "	.40	"	"
" 16	F. H. Bainbridge	Garage Assistant	.45	"	"
" 17	William Eick	Motor Truck Driver	.45	"	"

Increases

July 16	Geo. Swedaker	Motor Truck Driver	$.45 to $.50
" 16	John Whitlock	" " "	.55 to .60

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 4.30 P.M., to meet in regular session on Tuesday, July 31, 1923.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - JULY 31, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, July 31, 1923. The meeting was called to order by Chairman Scott at 10.30 A. M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart,
Walter Kidde and Abraham Jelin.

Minutes Approved ✓

Commissioner Stewart reported that he had read the minutes of the meetings of June 22 and June 26 as mailed to him, and he was prepared to move approval of same as mailed. This was seconded by Mr. Jelin and adopted.

Automobiles ✓

The State Highway Engineer reported to the Commission that in accordance with instructions at the last meeting, he was prepared to advise that he would recommend the purchase of a five-passenger Cadillac Sedan to be used by him and a seven-passenger suburban type Cadillac to be assigned for the use of the Commission, and that there would be needed in addition to the cars which it was proposed to trade in, the sum of approximately $5,520.00. Commissioner Kidde moved that the State Purchasing Agent be requested to negotiate the purchase of two Cadillac Automobiles: one to be a seven-passenger suburban type automobile for the use of the State Highway Commission and the other a five-passenger Sedan type for the use of the State Highway Engineer, and in part payment thereof there be offered two Cadillac automobiles now in the use of the State Highway Commission plus a sum not exceeding $5,520.00. This was seconded by Mr. Jelin and adopted.

Route #11, Essex County ✓

The Secretary reported that a delegation from the Board of Freeholders of the County of Essex was present and desired a hearing. On motion duly seconded, a hearing was granted. There appeared Mr. William A. Stickel, County Engineer; Mr. E. A. Reed, Chairman of the County Road Committee and Mr. Z. G. Crane, Director of the Board of Freeholders, also Mr. Bowden, County Supervisor. Mr. Reed advised the Commission that the purpose of the delegation was to ascertain from the Commission what was proposed to be done in connection with State Highway Route #11 in Essex County, and he explained that this route had been changed at the last Legislature which would not permit of Bond Issue funds being applied thereto, but the County of Essex felt that the State could take the road over as part of the State Highway System for future maintenance, at this time. Mr. Stickel advised the Commission that the road at the present time is paved and would not require reconstruction, and that the right of way on the road is one hundred feet. State Highway Engineer Sloan reported to the Commission that the present condition of Route #11 out of Newark is very unsatisfactory for traffic, there being a pavement between the two lines of trolley tracks which causes a poor condition on the shoulders, and he further stated that he felt that in the event this road is taken over it would necessitate very early reconstruction. Commissioner Kidde inquired as to the manner in which Route #11 might be taken over. The Secretary stated that the State Highway Commission could take the road over for maintenance from its motor vehicle account but that Bond Issue funds could not be applied for its reconstruction. Commissioner Kidde stated that inasmuch as the County did not desire immediate reconstruction, this removed from his mind a great amount of doubt as to what could be done and he moved that the State Highway Engineer prepare a complete report as to the status of Route #11 in order that the State Highway Commission may take action looking toward the taking over of that road as part of the State Highway System. This was seconded by Mr. Jelin and adopted.

Damage Clain, Hackensack Bridge. ✓

Commissioner Kidde inquired from the Essex County delegation what progress is being made in the suit for damages in the destruction of the draw span of the Hackensack River Bridge. Mr. Stickel, County Engineer, informed the Commission that the Court had determined that the ship owners were liable to the Counties of Essex and Hudson for the damage done, but that the amount of damage collected could not exceed the total value of the craft which had collided with the bridge and this amount was in the neighborhood of $140,000.00. He further stated that estimates had been prepared in order to be submitted to the Arbitration Board to fix the amount of damages in the amount of $140,000.00, while the boat owners estimated that the total damage done would not exceed $100,000.00 and therefore it would be necessary to establish the amount of damage between $100,000.00 and $140,000.00. Commissioner Kidde further inquired from Mr. Steckel as to whether any information had been obtained concerning the responsibility of the Public Service Corporation in the re-building of the Hackensack River Bridge. Mr. Stickel advised that he had searched carefully into the records and he had secured a great quantity of information which should be compiled before a report can be made, and he suggested that the State Highway Commission authorize a representative of the State Highway Department to compile the information now in the hands of the County Engineer of Essex County. Commissioner Kidde moved that the State Highway Engineer be authorized to delegate an employee of the State Highway Department to work in conjunction with County Engineer Stickel in order to compile information concerning the Public Service franchise over Route #1, Lincoln Highway Section in Essex and Hudson Counties. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Funds, Status ✓

The Secretary presented to the Commission a detailed statement as to the status of the Motor Vehicle funds of the State Highway Department in which he advised that present indications were to the effect that the anticipated receipts in the Motor Vehicle funds would be reached but that it would not be possible to make any additional allotments until the money was in hand on or about January 1, 1924. On motion duly seconded, the report was ordered received and placed on file.

Frenchtown Hearing ✓

The Secretary informed the Commission that a delegation from the Borough of Frenchtown was present and desired a hearing. On motion duly seconded a hearing was granted. There appeared

Senator Egans of Hunterdon County, County Engineer Davis, the Mayor of Frenchtown and Mr. Bloom, Borough Clerk of Frenchtown. Mr. Bloom advised the Commission that they appeared with reference to the improvement of one-half mile of road through the Main Street of Frenchtown which forms an important connecting link in the County road System. The estimated cost of this work was $42,714.00 and the request of the Borough was for a State's apportionment of $20,000.00; the total estimated cost including curbs and gutters and a concrete construction 8" thick. He further stated that it was proposed to do this work under Chapter 43 Laws of 1917 which permitted extraordinary repair and reconstruction by municipalities in conjunction with the State.

The Secretary informed the Commission that on the priority list of the Commission is a request from the Borough of Frenchtown for $15,000.00. The Borough authorities advised that when the first request was made there was no intention of widening the road to the curbs and gutters, which it was intended to do under the present request. Commissioner Kidde informed the delegation that in all cases passing through municipalities the State Highway Commission was assisted by the local authorities in the widening by sharing in the same as a "Town Improvement" and he (Commissioner Kidde) moved that the matter be referred to the State Highway Engineer for investigation on the ground and further report.

Senator Agans of Hunterdon County asked favorable consideration for the request of Frenchtown in the improvement of its streets. He further asked for the consideration of the Commission to the completion of the Township road between Centerville and Three Bridges, a distance of one-half mile. The Secretary informed the Commission that this request was in the general township requests from Hunterdon County for consideration with other Township approvals.

Route #9, Detours. ✓

Senator Agans further requested consideration of a road between West Portal and Asbury which the citizens claimed had been torn up while it was used as a detour for Route #9 traffic. State

Highway Engineer Sloan advised that he had ordered an investigation of this complaint and had found that the road was placed in better condition by the forces of the State Highway Department after Route #9 was completed that it was before being used as a detour.

Route #13, Section #6

The Secretary informed the Commission that a delegation from Lawrence Township was present and desired a hearing. On motion duly seconded a hearing was granted. There appeared Mr. Harvey Satterthwaite at the head of a delegation composed of Mr. Reeves Mr. White, Mr. DeCou, Mr. Applegate, and Mr. Evans. Mr. Satterthwaite advised the Commission that the delegation had been informed on the 16th of July of the fact that the State Highway Commission proposed to construct Route #13, through Lawrence Township without making provision for moving the trolley tracks now existing; he also advised that the Township was very desirous of widening the roadway through Lawrenceville to the curbs and gutters in conjunction with the State Highway work, but that they could not negotiate the finances of this work within the short time remaining before the work was undertaken. He further advised that the Township of Lawrence was negotiating for the purpose of installation of a water system which would require the placing of mains through the center of the street and would be beneath the pavement to be laid by the State Highway Commission. With all these considerations he asked that the Commission delay the construction of Route #13 until proper arrangements could be made by Lawrence Township for the financing of all of this work contemplated, and also that the Township may be permitted to go before the Public Utility Commission in order to force the trolley company to place its tracks in a condition safe for travel. Mr. Jolly stated to the Committee that he felt that the requests as made for a delay was very indefinite for the reason that the Committee was not sure as to just how long it would take to negotiate the finances, and he suggested that the water mains be laid under the sidewalk or in another location if the funds could not be raised within a very short period. Commissioner Kidde stated that if this work was omitted from the contract it would necessitate the holding up of traffic on the Lincoln Highway over two construction seasons instead of one as would be the case if all the work was done this year, and he inquired whether there was any way in which the State Highway Commission could assist the Township in forcing the problems through the Township and he was informed that if the Commission would join in going before the Public Utility Commission as regards the trolley situation, it would add some weight to the efforts of the Township. Commissioner Stewart stated that he felt that if the State Highway Commission would omit this section of the road at the present time it might impair the opportunity to have the work done by the State Highway Commission for sometime to come. Commissioner Kidde further stated that he believed that this was the first time on record that municipality had resisted in improvement. Mr. Satterthwaite advised that the Township Committee was not willing to obligate itself to the cost of the extra work upon such short notice and without consulting the people who will pay the bills. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the matter be taken under advisement for further consideration.

East Main St., Boonton, Morris Co. ✓

Commissioner Jelin presented to the Commission the following written report on bids received on East Main Street, Boonton, Morris County on July 5th, and he moved the approval of his recommendations.

Trenton, N.J., July 31, 1923.

To the State Highway Commission,

Gentlemen:

I would report that on July 25th, I personally attended the opening of bids, at the Court House, Morristown, for the construction of East Main Street, Boonton. I found there were five bidders, the lowest bid being submitted by the Utility Construction Company, of New Brunswick, in the amount of $59,720.00. The saving affected, therefore, is $2,417.75.

It is my opinion, however, that the lowest bid as submitted on this work is still too high. Without casting reflections on the governing body of Morris County, it is my personal belief that a mistake was made in advising Morris County to advertise for a sheet asphalt pavement in this locality. It appears that the Standard Bitulithic Company is the only contracting firm which has an asphalt plant in the vicinity of this job. Proper competition is therefore denied to Morris County because this particular job is too small to warrant the bringing in of an asphalt plant, and contractors are practically at the mercy of this single plant where they must purchase their asphalt.

It is also my personal belief that a saving of at least $5,000.00 additional can be made if the contract is readvertised for concrete, in competition with Amiesite and two inch Topeka.

I would also report that there is at present no sewer under this proposed pavement, and this should be attended to before a contract is let.

I would therefore recommend that the State Highway Commission refuse approval of the award of contract on East Main Street, Boonton, and that the work be again advertised for the several types mentioned above, to assure proper competition for Morris County.

Respectfully submitted,

ABRAHAM JELIN

Commissioner.

Commissioner Kidde stated that he felt that the Commission was justified in asking for further competition in order to secure better prices for Morris County on the work, and Mr. Stewart seconded the recommendation of Mr. Jelin, and the Commission unanimously denied the approval to the award of contract by Morris County for the work as advertised on East Main Street, Boonton, Morris County and directed that the Secretary inform the County of Morris that the State Highway Commission would recommend that re-advertisement be made for this work for concrete in competition with Amiesite and Two-inch Topeka.

Route #2, Sec.#4, Burlington ✓

The Secretary informed the Commission that Mr. L. J. Sieling low bidder on State Highway Route #2, Section #4 through Burlington was present at the request of the Commission. On motion duly seconded a hearing was granted. Mr. Sieling appeared in company with Dr. Stryker to whom he had proposed to sublet the grading work on Route #2, Section #4. Mr. Sieling called attention to the fact that Dr. Stryker had made a very attractive price to him for the grading work, which accounted for the low price bid. He further stated that he had received advice from the American Bridge Company that shipment of steel necessary for bridge work could be made within three and a half months, and he further stated that he was in a position to begin work immediately and also he felt that his former record with the State Highway Department on bridges and roads should assist him in securing the approval of the State Highway Commission to the award of contract to him. He further stated that he would accept this work and would not expect any extensions of time from the State Highway Commission. On motion duly seconded the matter was ordered held under advisement by the State Highway Commission.

✓

Delia Ave., Bridge & Trolley Crossing,
Route #10, Section #2.

The Secretary reported to the Commission that R. J. Mansfield low bidder on bridge and trolley crossing at Delia Avenue, Route #10, Section #2, was present at the request of the Commission. On motion duly seconded the hearing was granted. Mr. Mansfield appeared before the Commission and asked that the contract be awarded to him on the ground that he was entirely responsible and that he had previously done work of a similar nature for several municipalities and the U. S. Government. He related to the Commission the hardships he had encountered in the work of Biddle's Creek Bridge on Route #15 where he had been held up on account of the tides. Commissioner Kidde called his attention to the type of foreman that he found on the work when he made an inspection of the same, and he advised Mr. Mansfield that his impression was not favorable as to the character of the work performed due to the fact that there appeared to be no personal supervision by Mr. Mansfield himself.

After further discussion Mr. Kidde moved that the matter of award of contract to Mr. Mansfield be held under advisement by

The State Highway Commission. This was seconded by Mr. Jolin and adopted.

The Secretary informed the Commission that Mr. J. J. McGary second bidder on the Delia Ave., crossing on Route #10, was present to answer any questions which the Commission might require. Mr. McGary was invited into the Commission meeting and informed the Commission that he had all of the necessary equipment and material to proceed expeditiously with the work. He recited for the Commission the work he had previously done for the Highway Department and stated that his total accomplishments last year were $700,000. He asked that in the event the Commission did not award the contract to the low bidder, that he be permitted to proceed with the contract. No action was taken on the matter by the Commission.

Sussex County Repairs ✓

The Secretary informed the Commission that Senator Kays, County Counsel for Sussex County, was present and desired a hearing. On motion duly seconded, the hearing was granted. Senator Kays appeared before the Commission and advised that the County of Sussex is very anxious to use a balance of $12,500.00 remaining in the 1922 Motor Vehicle schedule for the payment of bills due against 1922 repair work. He advised that it was first contemplated to use this money for the retirement of bonds under Chapter 10, Laws of 1919, but for the first year this was taken care of under short-term notes and the County would not begin this work under Chapter 10 until 1923. Commissioner Kidde stated that he felt that the entire matter should be gone into by the State Highway Engineer, and that proper resolutions should be prepared together with a report as to the work to be done. Commissioner Jolin therefore moved that the State Highway Engineer be instructed to report on the work to be done by ~~Essex~~ Sussex County under Chapter 10, Laws of 1919, and to prepare proper resolutions for adoption by the State Highway Commission in order that 1922 funds may be applied against the schedule and in order that the Commission may approve of the procedure by the County.

Sussex-Port Jervis Road ✓

Senator Kays advised the Commission that the County of Sussex had been informed that the U. S. Government would not approve the grading contract for the Sussex-Port Jervis Road under Federal Aid unless it was guaranteed by the County that a durable pavement will be placed thereon within three years; he further advised that this would be impossible for the County of Sussex in view of the large cost, but that the County was ready to proceed with the grading at this time without giving any details as to future work. Commissioner Jelin stated that he felt that a durable type of pavement on this road would be something similar to a penetration macadam and Commissioner Kidde stated that he believed that it would be possible to have the terms as set down by the Government modified to an extent which would permit of Sussex County proceeding in accordance with its original plans, and he suggested that Senator Kays prepare a brief as to the attitude of Sussex County toward the work and in order that the same might be presented to the Federal Government with the favorable opinion of the State Highway Commission in order to obtain a modification of the original requirements.

Fredon-Newton Road ✓

Senator Kays further requested consideration of final payment to the County for work done on the Fredon-Newton Road with State Aid. He advised that the County has performed its part upon this work by placing a gravel pavement thereon and would request payment by the State of balance withheld in the sum of $8,100.00. Commissioner Stewart moved that the State Highway Commission approve the payment of balance due Sussex County on account of the Fredon-Newton Road. This was seconded by Mr. Jelin and adopted.

Sussex County Hearing ✓

There were several other items concerning Township Aid and Federal Aid which the Sussex representatives had to bring before the Commission and they were directed to take the matters up with the State Highway Engineer before the same were placed before the Commission.

The Commission recessed for luncheon at 2.15 P.M., to re-convene at 3.15 P.M.

The Commission reconvened at 3.15 P.M., as agreed, with the same members present as at the morning session.

Burlington County Hearing ✓

The Secretary informed the Commission that a delegation of the Board of Freeholders of Burlington County was present and desired a hearing. On motion duly seconded, the hearing was granted. Mr. Wright, Director of the Board of Freeholders, appeared together with County Engineer Smith and Chairman of the Road Committee, Mr. Stout, inquiring concerning the Mile Hollow-Yardville Road, and asking that this road be constructed as a connection of State Highway Routes #1 & #2, thus enabling traffic to travel from Route #1 at Robbinsville, to Route #2 at Mile Hollow near Bordentown. The delegation was advised that the provision of Chapter 14 of the Laws of 1917 to which they referred had been adjudged in conflict with other provisions of this Act, and therefore, no action had thus been taken under this Act. Mr. Wright then inquired whether Detour money could be applied on this road in order to save the work that had already been done thereon. There followed a discussion during which the delegation was advised that it did not appear possible to perform the class of work which was contemplated by Burlington County under the Detour Act. On motion by Mr. [illegible], seconded by Mr. [illegible], the request of the County was ordered filed for consideration should the funds become available for proceeding with this work.

Burlington County Inspection. ✓

Commissioner [illegible] inquired of the Commission whether a definite date could be set for making a trip over the Burlington County roads as requested by the Board of Freeholders [illegible]. Chairman Scott advised that he was prepared to go at any time the Commission saw fit, and it was definitely decided that the Commission would visit Burlington County on Thursday, August 9, 1923.

Route #5, Dover - Openings

The Secretary reported that Mr. Clyde Potts, Engineer for the Town of Dover, and Mayor Hosking of Dover were present and desired a hearing. On motion duly seconded, the hearing was granted. Mr. Potts stated to the Commission that the Town of Dover is constructing a new sewer and the contracts had been let for the laying of the necessary mains. The Committee requested that permission be given to the Town of Dover for the laying of its mains on Blackwell Street on Route #5, through the Town of Dover, since this section was as yet unimproved by the State Highway Commission and the laying of mains would not interfere with the construction. Mr. Potts advised that the alternate way to do this work would be to lay the mains under the sidewalks but this would involve considerable legal difficulty with property owners who had placed vaults and other property beneath the sidewalks. Commissioner Kidde suggested that where the mains lay outside the congested limits, that they then be placed under the sidewalks. On motion by Mr. Kidde, seconded by Mr. Jolin, the State Highway Engineer was directed to investigate the application of the Town of Dover and make a report on the same at the next meeting.

Route #5, Sec. #6, Speedwell Avenue ✓

Commissioner Kidde inquired of Mr. Potts, who is Mayor of Morristown, as to what was being done in connection with the trolley track area on Route #5, Speedwell Avenue, Morristown. Mr. Potts informed the Commission that the situation was even more difficult due to the fact that the Morris County Traction Co., was operating in the hands of a receiver, and he explained to the Commission that it was his feeling that inasmuch as the State Highway Commission took over with the road all the franchises of the utilities existing thereon and assumed the same position as was the case of the municipality before, that the municipality would not feel willing to inject themselves into the controversy except to say that they were very anxious to have the road between the tracks repaired to a condition suitable for the passing traffic. Commissioner Kidde called the attention of Mayor

Potts to the fact that in practically all cases where State Highway Routes passed through municipalities, the local municipalities were willing and anxious to be permitted to share with the State in the cost of the extended improvement for the benefitting of the municipality, and he urged upon Mr. Potts that the municipality cooperate with the State Highway Department in efforts to remedy conditions through Morristown. Mayor Potts stated that as far as the municipality was concerned they would prefer to have the trolley tracks removed entirely and would then consider sharing in the cost of paving. Mayor Potts stated that he had suggested to the State Highway Commission that they have the contractor on the Route #5, restore the grade of the tracks to the same grade as the existing roadway in order that the traffic may travel over the tracks. Mayor Potts further stated that in the event the Commission desired to take the matter of paving up with the trolley authorities that they would be willing to cooperate in whatever way they could. On motion by Mr. Kidde, duly seconded, the State Highway Engineer was directed to investigate the condition of the tracks on Route #5, Speedwell Ave., Morristown, with a view toward having some temporary repair provided.

Hackensack Bridge, Route #1, Extension.

The Secretary presented a certificate of permission from the State House Commission covering the additional amount necessary to be paid on the contract of Stillman-Delehanty-Ferris Company for the construction of the temporary bridge over the Hackensack River on Route #1 Extension. On motion by Mr. Kidde, seconded by Mr. Jolin, the State Highway Commission approved the final payment of balance due Stillman-Delehanty-Ferris Co., contractors on the Hackensack Bridge, Route #1 Extension, in accordance with the permission granted by the State House Commission to make such payment.

Right of Way Route #2, Section #11.

The Secretary reported to the Commission that on properties necessary for Right of Way on Route #2, Section #11, it was necessary to take properties belonging to the West Jersey & Seashore Railroad at the crossing in Woodbury for the betterment of alignment. This entailed the moving of a house, the cost of which moving was $750. The property desired was deeded to the State without cost, but the Railroad Co., requested payment of the cost of removal of the building. On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission approved the payment of $750. for property and removal of building on Route #6, Section #11, at Woodbury, from the West Jersey & Seashore Railroad Company.

E. P. Goodrich Appointment ✓

The Secretary presented a communication from the Civil Service Commission advising that Mr. E. P. Goodrich's appointment as Consulting Engineer in traffic problems for a maximum service of forty days at $100.00 per day is approved as a temporary special employee. Commissioner Kidde moved that the communication be received and that all out-standing accounts for service of Mr. E. P. Goodrich be paid. This was seconded by Mr. Jolin and adopted.

Communications /

The Secretary presented a communication from W. Parker Runyon of the State Board of Commerce and Navigation, requesting the Commission for sufficient canvas covering out of its surplus material to make a winter cover for the New Jersey State Boat (W. Parker Runyon). On motion by Mr. Jolin, seconded by Mr. Stewart, the communication was ordered received and the Secretary was directed to take the matter up with the Attorney General's Department to ascertain whether the State Highway Commission has the authority to offer the use of this canvas to another State Department.

Route #16, Sec. #2, Bedminster Cor. Mine Mt. Road /

The Secretary presented a communication from the Board of Freeholders of Somerset County advising of an extension of time granted to the Engineering Construction Corporation on Route #16, Section #2, together with a communication from the contractor. The State Highway Engineer reported to the Commission that he had previously recommended that no further extensions of time be granted on this section of road. Commissioner Jolin therefore moved that the communication be received and that the County of Somerset be notified that the State Highway Commission cannot consider granting any further extension of time on this work until the work is entirely completed.

Manasquan River Bridge ✓

The Secretary presented a resolution from the Borough of Brielle in printed form, which called upon the citizens of Brielle to be come interested in the improvements of the Inland Waterway and the Manasquan River Bridge at Brielle. On motion duly seconded this resolution was ordered received and placed on file.

Cape May- Lewes Ferry ✓

The Secretary presented a communication from the Cape May Chamber of Commerce urging the consideration of the Commission in the development of the Cape May-Lewes Ferry. On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission directed that the Secretary advise the Cape May Chamber of Commerce, referring to a previous communication in which the State Highway Commission then advised that this matter has been before the Attorney General's Department and the Delaware authorities and the State Highway Commission was also advised that the State of Delaware has only $15,000.00 available for the work and that the Attorney has advised that unless the State of Delaware agrees to go into the proposition on a fifty-fifty basis with the State of New Jersey, that no further action can be taken by the State Highway Commission, and for this reason the State Highway Commission is not prepared to proceed with the matter.

Complaints ✓

The Secretary presented a petition from the residents of Bayville, New Jersey, on Route #4, requesting relief from dust nuisance existing on this section of road. The Secretary informed the Commission that arrangements were made for taking care of this work as soon as the Lignin Binder was received and could be placed. On motion by Mr. Jolin, seconded by Mr. Stewart, the Secretary was directed to so notify the Village of Bayville.

Amboy Bridge

The Secretary presented a communication from Mr. Phillip H. Bruskin, who is named as one of the appraisers on the Amboy Bridge properties, requesting a copy of the resolution showing duties and powers of this Appraisal Committee, and whether it is to determine the physical as well as the business damages to the properties on the line of the new Perth Amboy Bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Communication be referred to the Attorney General in order that he might define the powers of the appraisers.

Proposed Routes.

The Secretary presented a communication from the Black Horse Pike to the Sea Association, calling attention to the advantages, if approved, for the construction of a paved highway from Camden to the seashore by the way of Blackwood and Williamstown Pike, thence to Mays Landing, and further requesting a hearing of the Association members at any time. On motion duly seconded, the communication was ordered received and the Secretary was directed to notify the Black Horse Pike Association that when the matter of further routes across the State is taken up that they will give an opportunity for a hearing, but nothing definite on it could be determined at this time.

Convention

The Secretary presented a communication received by General Scott from Comptroller N. A. K. Bugbee, urging that the annual conference of the Highway Department be held at Trenton again as usual. The Secretary informed the Commission as to the matter of conventions held during the past three years by the State Highway Department during the month of February when papers are read by prominent road authorities and discussions were participated in by members of the State Highway Department, contractors and material men. Mr. Stewart moved that it be the sense of the State Highway Commission that there be held a convention of the State Highway Department, and that Chairman Scott be authorized to name a committee to attend to the necessary arrangements. This was seconded by Mr. Jelin and adopted.

Employments.

The Secretary presented a communication received from the International Union of Steam Engineers, calling attention to the fact that men employed on the Hackensack Bridge on Route #1, were being paid less than the Union rate. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and referred to Superintendent Muir for investigation and report. Commissioner Kidde advised that he believed the union scale would not apply in cases where men were employed for the entire year and were paid for vacations and days off.

Shade Trees on Highways

Commissioner Kidde inquired whether any information had been received from the Department of Conservation and Development relative to the proposed shade tree experiment on the State Highways. The Secretary informed the Commission that no further information had been obtained from that Department, and Commissioner Kidde suggested that inasmuch as the fall of the year was the proper time for planting such trees, that the Secretary communicate with the Department of Conservation and Development inquiring as to what progress has been made toward shade tree development along State Highways.

Requests for Aid

The Secretary reported that Mr. Thorne, Superintendent of the State Institution for Feeble Minded,at Vineland, was present concerning the road leading from Landis Ave., Vineland, to the State Institution. He expressed the same arguments which were presented by Mr. Johnstone at the meeting of the previous week, and the Commission advised him that the matter had been placed on the preferred list for consideration when there are funds available for the work.

The Schedule of Business was next taken up for consideration Item by Item as follows:

Route #4,Sec. #20,Manasquan-Sea Girt.

State Highway Engineer Sloan presented plans and specifications for the construction of Route #4, Section #20, Manasquan-Sea Girt Section, and recommended approval by the Commission. On motion by

Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> BE IT RESOLVED, that the State Highway Commission does hereby approve plans and specifications for Rt.#4, Section #20, Manasquan-Sea Girt section Monmouth County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Secretary is directed to place the necessary advertisements for the work.

Route #5, Sec.#13, Budd Lake-Netcong.

The State Highway Engineer reported to the Commission the receipt of bids as follows, for the construction of Route #5, Section #13, Budd Lake-Netcong Section, Morris County, and recommended the award to the low bidder, Salmon Bros. of Netcong, at 85.8% of the engineer's estimated units of cost amounting to $52,061.61.

Salmon Bros.	85.8%
Smith Bros. & Co.	97.5
Richards & Gaston, Inc.	93.0
Claus Miller-Freeman Co.	91.25
T. J. M. Const.	96.5
Spiniello Const. Co.	97.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> BE IT RESOLVED, that the contract for the construction of Route #5, Section #13, Budd Lake-Netcong Section, be and the same, is hereby awarded to Salmon Bros., of Netcong, New Jersey, on their's the lowest bid submitted being 85.8% of the Engineer's estimated units of cost and amounting to $52,061.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract after approval by the State Highway Engineer.

Right of Way, Route #10, Sec. #1C, Parcels #2 and #13.

The State Highway Engineer recommended to the Commission the purchase of the following parcels of property on Route #10, Section #1C.

Parcel #2 from Edith J. and Ferdinand J. Pflug.	.052 Acres	Consideration $1.00
Parcel #13 from Albert Schauermann.	.014 Acres	Consideration $25.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer for the purchase of property on Route #10, Section #1C was approved.

Right of Way, Route #2, Section #4.

The State Highway Engineer recommended to the Commission the purchase of Parcel #11 on Route #2, Section #4 from Emily B. Greenwood for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved for the purchase of property known as Parcel #11 on Route #2, Section #4.

Right of Way, Route #12.

The State Highway Engineer presented a report on property required from William H. Beattie for the elimination of grade crossing on Route #12, Union Avenue, Little Falls, and recommended that an offer of $205.60 be made and in the event of his refusal condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of property on Route #12, at Union Ave., Little Falls, from Mr. Wm. H. Beattie for the sum of $205.60, and in the event of Mr. Beattie's refusal directed that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #12, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #1

Being Parcel #1, containing twenty-two hundred (2200) sq.ft., more or less, of land and shown in yellow outline on attached print.

Beginning at the intersection of the Westerly side line of Union Avenue and the Southerly right of way line of the Morris & Essex Railroad Company, thence

(1) Southwestwardly along said Westerly side line of Union Avenue two hundred twenty (220) feet, thence

(2) Northeastwardly across lands of Beattie Manufacturing Company two hundred sixteen (216) feet, more or less, to an intersection with the Southerly right of way line of the Morris & Essex Railroad Company, thence

(3) Southeastwardly along said Southerly right of way line twenty (20) feet to place of beginning.

Parcel #2

Being Parcel #2, containing fifty-six hundred (5600) sq. ft.., more or less, of land and shown in yellow outline on attached print.

Beginning at the intersection of Easterly side line of Union Avenue and the Southerly side line of Lackawanna Avenue, thence

(1) Southwestwardly along said Southerly side line of Lackawanna Avenue two hundred forty-three (243) feet, more or less, to the Westerly line of lands of the New Jersey General Security Co. (formerly The East Jersey Water Companies), thence

(2) Southwestwardly along said line of lands eleven (11) feet, thence

(3) Northwestwardly across lands of Beattie Manufacturing Co., two hundred thirty-five (235) feet to a point distant thirty (30) feet, measured Southwestwardly at right angles from the Southerly side line of Lackawanna Avenue, thence

(4) Southwestwardly still across lands of Beattie Manufacturing Co. one hundred (100) feet, more or less, to an intersection with the Easterly side line of Union Avenue, thence

(5) Northeastwardly along said Easterly line of Union Avenue one hundred thirty (130) feet to the place of Beginning.

Parcel #3

Being Parcel #3, containing seventy-four hundred (7400) sq. ft., more or less, of land and shown in yellow outline on attached print.

Beginning at the intersection of the Easterly side line of Union Avenue with the Northerly right of way line of the Morris & Essex Railroad Co., thence

(1) Eastwardly along said right of way line thirty-three (33) feet, thence

(2) Northeastwardly across lands of the Beattie Manufacturing Company two hundred eighty-seven (287) feet, more or less, to an intersection with the Easterly side line of Union Avenue, thence

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(3) Southwestwardly along said Easterly side line of Union Avenue one hundred fifteen (115) feet, to an angle point in same, thence

(4) Southwestwardly still along said Easterly side line two hundred (200) feet, more or less, to the place of Beginning,

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #5, Section #2A

The State Highway Engineer presented to the Commission purchase agreements and recommended approval of the purchase of property on Route #5, Section #2A as follows:

Parcel #3	-----Estate William B. Williams -----	$1,[illegible]75.00
Parcel #2	-----George Z. Williams --------------	500.00
Parcel #8	-----William W. Bird ----------------	350.00

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission directed that appraisals be secured on the property of Mr. William B. Williams before the purchase is authorized, and that purchase be made of Parcels #2 & #8.

Right of Way, Route #5, Sec. #13

The State Highway Engineer presented a report of the appraisers on property needed for right of way on Route #5, Section #13, Budd Lake-Netcong Section, which had been requested at the last meeting of the Commission. On motion by Mr. Kidde, seconded by Mr. Jolin, the State Highway Commission unanimously approved the purchase of the following parcels of property on Route #5, Section #13, the same having been appraised equal to or in excess of the amounts established to the owners.

Parcel #3	Caroline Scudder	$100.00
Parcel #14	Mrs. Dorcas Stearns	300.00
Parcel #2A	Paul Romano	200.00

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On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the property of the Bochman Spring Co., and Frank Donimick on Route #5, Section #13, be referred to Commissioner Jelin for investigation and further report.

Route #4, Section #9.
Smithville-Mullica River

State Highway Engineer Sloan reported that Route #4, Section #9, Smithville-Mullica River Section was completed and ready for inspection. Commissioner Jelin informed the Commission that he had inspected this work and would move its acceptance by the Commission in accordance with the Reimbursement Act. This was seconded by Mr. Kidde and adopted.

The State Highway Engineer called attention to the fact that the bridge over Nacote Creek on this section was at fault in design as regards the pile bents but this was not the fault of the contractor. Commissioner Kidde suggested that the State Highway Engineer direct the Bridge Department to make corrected plans for this bridge and determine whether anything can be done to strengthen this structure. The State Highway Engineer reported that the strength of the bridge was satisfactory.

Route #4, Sec. #17, Main St., Barnegat.

The State Highway Engineer reported that Route #4, Section #17, Main St., Barnegat, was completed and ready for inspection and acceptance by the State Highway Commission; the same having been accepted by the County of Ocean on May 12th, 1923. Commissioner Jelin reported that he had made an inspection of this work and was prepared to move its acceptance by the Commission in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Stewart and adopted.

Rt. #4, Sec. #18, Main St., Tuckerton.

State Highway Engineer Sloan reported to the Commission that Route #4, Section #18, was completed and ready for acceptance by the State Highway Commission; the work having been accepted by the County of Ocean on June 18, 1923. Commissioner Jelin reported that he had inspected the work and would move its acceptance in accordance with the terms of the Reimbursement Act. This was

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seconded by Mr. Stewart and adopted.

Route #6, Sec. #14, Woodbury ✓

The State Highway Engineer reported to the Commission that Route #6, Section #14, in the City of Woodbury was completed and ready for acceptance by the State Highway Commission; same having been accepted by the County of Gloucester on June 16th, 1923. Commissioner Jolin reported that he had gone over this work on a recent inspection trip and would move its acceptance by the State Highway Commission in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Stewart and adopted.

Route #1, Section #13. ✓

State Highway Engineer Sloan presented an application from Mr. T. H. Riddle for an extension of time to August 1, 1923 on account of the construction of Route #1, Section #13, and recommended approval to September 1, 1923. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of extension of time to September 1, 1923, to T. H. Riddle for the completion of Route #1, Section #13.

Route #1, Section #14. ✓

State Highway Engineer Sloan presented a request for an extension of time of 30 working days from July 11th for S. S. Thompson & Co., contractors on Route #1, Section #14. This work having been delayed on account of the construction of the undercrossing of the Bordentown Branch of the P. R. R. and recommended approval of the same. On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission approved of an extension of time of 30 working days from July 11th, for the completion of Route #1, Section #14, Stelton Road - Metuchen.

Communication on Route #10, Hudson County. ✓

The Secretary presented a communication from the Board of Freeholders of Hudson County forwarding a resolution and requesting a hearing to be held on the taking over of Route #10 from the Hudson County Boulevard to the Hudson-Bergen County Line. On motion by Mr. Stewart, seconded by Mr. Jolin, the communication was ordered received and the Secretary was directed to inform

Hudson County Board of Freeholders that the State Highway Commission is not yet prepared to act on this matter but will be very glad to inform them of the time when this will be taken up.

Route #2, Section #4, Burlington.

The Commission went into executive session at 5:00 P.M., for fifteen minutes. When the meeting was again re-opened, Commissioner Kidde moved the adoption of the following resolution for the construction of Route #2, Section #4, through Burlington:-

> BE IT RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #2, Section #4, through Burlington to Mr. L. J. Sieling at his, the lowest bid of 86.4% of the Engineer's estimated units of cost in the amount of $149,968.58, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

This was seconded by Mr. Jelin and adopted.

Delia Ave. Bridge Crossing, Rt. 10.

Commissioner Jelin moved that the State Highway Commission defer action relative to the award of contract for Delia Avenue bridges on Route #10, until the next meeting of the Commission. This was seconded and adopted.

Route #13, Lawrence Township.

Commissioner Kidde moved that it be the sense of the Commission that the work through the Township of Lawrence in Mercer County be not held up in any way, and that the authorities of Lawrence Township be advised that the State Highway Commission will cooperate with them to the very best of its ability, but this will in no way interfere with the progress of the construction. This was seconded by Mr. Jelin and adopted. The State Highway Engineer was directed to prepare for the Township of Lawrence a complete and careful estimate of the cost of the improvement beyond the width of the roadway which the State would pay for.

Route #12, Section #2. Denville-Parsippany

State Highway Engineer Sloan presented a report in connection with the condition of the Fox Hill grade on Route #12, Section #2, in which it was recommended that the surface of the grade be roughened by the application of hot chips to be spread and rolled into the surface in accordance with bid received from the Standard Bitulithic Company in the sum of $298.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer for the roughening of the surface on the Fox Hill grade.

Commissioner Kidde retired from the meeting at this time due to previous engagement for the evening.

Route #4, Perth Amboy ✓

The State Highway Engineer presented a report of the Engineering Department as requested by the Commission covering the re-alignment of State Highway Route #4 between Spa Spring Road at Amboy Avenue and Convery Place in the City of Perth Amboy, and requested that some action be taken in order that the work may proceed looking toward the construction of this new line. On motion by Mr. Stewart, seconded by Mr. Jelin, the report was ordered referred to Commissioner Jelin for further study and investigation.

Complaint, Route #9 ✓

The State Highway Engineer presented a report in connection with the complaint of J. W. Higgins, Borough Engineer of Roselle Park, with reference to the unsatisfactory condition of the crossings of the tracks of the Public Service Railway Company through Roselle Park on Route #9, and he recommended that the Public Service Railway Company be notified that in this franchise it is required to lay and maintain an 8" macadam pavement at each street intersection and also to pave between said tracks with 4" of macadam at all other points, and that in the event of their failing to carry out this requirement the State Highway Commission will proceed to do the work and bill the cost of same against the Public Service Railway Company. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized him to so communicate with the Public Service Railway Company.

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Route #1, Lake St. Bridge, Metuchen.

The Secretary presented a report in connection with the construction of the Lake Street Bridge at Metuchen, in which report it was advised that the Lehigh Valley Railroad Co., would be willing to share in the cost of such a widening of the present structure. The State Highway Engineer recommended that the State Highway Commission offer to pay one-half the cost of the widening reconstruction of the Lake Street Bridge estimated to cost $35,000.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the Engineering Department negotiate with the Lehigh Valley R. R. Co. looking toward the construction of a new bridge at Lake Street in Metuchen, the State to pay one-half the cost and the Lehigh Valley R. R. Co. to pay the other half of the cost.

Route #10, Sec. #3, Pluckemin-Bedminster.

The State Highway Engineer presented a report on conditions existing on Route #10, Section #3, between Pluckemin and Bedminster as complained of to the State Highway Commission by the Village of Pluckemin and the Township of Bedminster. The complaint was that during storms the sidewalks and properties of private citizens are flooded with water. The report presented from the Construction Division advised that the flooding of the properties can be remedied upon the construction of earth sidewalks or a curb and gutter and the reason for additional water is the fact that the ditches on this section since the reconstruction of the road are not as deep as they were before but that the grade of the road was not materially changed by the construction. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the recommendation of the State Highway Engineer be forwarded to the complaining authorities on Route #10, Section #3.

Guard Rails- Route #6, Bridgeton.

State Highway Engineer Sloan recommended that authority be given to widen the fill and construct guard-rail on Route #6, West City Line of Bridgeton to the Salem-Cumberland County Line at [illegible], thus eliminating a dangerous condition. The estimated cost is placed at $1,537.50. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for the authorization of additional fill and guard rail on Route #6.

Route #16, Grade Crossing Elimination

The State Highway Engineer presented a report in connection with the proposed elimination of grade crossing on Route #16 at South Somerville at the tracks of the Lehigh Valley Railroad Company. He informed the Commission that the estimated cost of the entire structure would be $87,000.00 toward which the Lehigh Valley R. R. Co., is willing to contribute $10,000. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Engineer was directed to make a thorough investigation of the matter of elimination of grade crossing on Route #16, at South Somerville and to present a report for consideration when all the Commissioners are present.

Route #4, Main St., Asbury Park.

The State Highway Engineer presented to the Commission a report in connection with the construction of Main Street in Asbury Park and recommend that the City of Asbury Park be advised that the State Highway Commission will take under maintenance the brick pavement on Main Street, Asbury Park and will pay for a total of 20 feet of new asphalt pavement over the balance of the work; the City of Asbury Park to construct curbs, remove trolley tracks and lay the remainder of the pavement to the curbs. State Highway Engineer Sloan further recommended that the City of Asbury Park be notified that there is no agreement of any kind concerning the paving of this road between the State Highway Commission and the City of Asbury Park. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously approved of the recommendation of the State Highway Engineer and directed that the Secretary acknowledge the resolution of the Board of Commissioners of Asbury Park under date of June 18th, and inform them that the Commission has made no agreement with the City of Asbury Park concerning the paving of State Highway Route #1 in Asbury Park or the construction of Route #7 to Hurley's Corner,

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and further directed that the Secretary notify the Board of Commissioners of Asbury Park that it will take under maintenance the brick pavement now existing on Main Street and will pay for a total of 20 feet of new asphalt pavement over the balance of the section, it being understood that the Borough of Asbury Park will pave to the gutters and move the Trolley tracks.

Detour, Route #10, Section #6

The State Highway Engineer recommended to the Commission the adoption of the following revised detour on account of the construction of Route #10, Section #6, Passaic River to Morris Township Line.

> "Beginning at a point in Mount Kemble Avenue (Route #10) where the same is intersected by the road to New Vernon, known as the Vernon Road, and running thence (1) southeasterly over the Vernon road to New Vernon a distance of approximately 1.7 miles; thence (2) over the Blue Mills Road in a southwesterly direction a distance of approximately 2.5 miles to Logansville; thence (3) still in southwesterly and westerly direction a distance of approximately 1.7 miles through Osborn's Mills and Madisonville to Route #10, at Blazier's Corner."

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission adopted the recommendation for revised detour on Route #16, Section #6.

Equipment

The State Highway Engineer presented a request from the Secretary of State for the use of a truck for the purpose of delivering election materials to the various County Clerks similar to the loan made during the past three years. On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission directed that a truck be loaned to the Secretary of State for use in delivering election materials, that Department to furnish the driver for the same.

Request for Aid

The Secretary presented a communication from Mr. H. W. Riddle of Asbury, New Jersey, concerning the detour between West Portal and Bristol Corner. This matter was the same as taken up by Senator Agans at the morning session and the communication was therefore, ordered received and placed on file.

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Kaighn Ave., Extension

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for the Kaighn Avenue Extension, Camden County, work to be done under Motor Vehicle account; same having been recommended by the State Highway Engineer.

Long Valley-Hunterdon Co. Line, Morris Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the construction of the Long Valley-Hunterdon County Line Road, Morris County, work to be done from Motor Vehicle and State Aid funds; same having been recommended by the State Highway Engineer.

Parsippany-Littleton Road, Morris Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Parsippany-Littleton Road in Morris County, work being done from Motor Vehicle Funds.

Camden County Repairs

The State Highway Engineer presented for approval by the Commission contract as entered into by the County of Camden for materials for repair work covering such materials as crushed stone, asphalt, patching material, Amiesite and Calcium Chloride. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the contract as awarded by Camden County for repair material on the 1923 schedule.

Landis Ave., Sec. #1, Cumberland Co.

The State Highway Engineer recommended to the Commission final acceptance and final payment on Landis Avenue, Section #1, Cumberland County, work having been done under Motor Vehicle Aid. Commissioner Jelin reported having inspected this work on July 20, 1923 and moved acceptance by the Commission. This was seconded by Mr. Stewart and adopted.

Employments

The State Highway Engineer presented for the consideration of the Commission a list of employments as approved by the State the last meeting of the Commission, as follows:

Aug. 1	Wm. J. Hampton, Jr.	Jr. Inspector	$125. per mo.
July 25	C. C. Hewitt	Title Searcher	120. " "
Aug. 1	L. E. Andrews	Div. Engineer	325. " "
July 23	J. W. Fitzgerald	Jr. Engineer	125. " "
Aug. 1	Wm. H. Helm, Jr.	Jr. Inspector	125. " "
Aug. 1	G. H. Derrick	Const. Inspector	125. " "
Aug. 1	Felix D. Hurwitz	" "	125. " "
July 1	Willard D. Conover	Highway Inspector	155. " "

Transfer

Aug. 1	Ralph C. Capuis	Asst. Civil Engr.	Cent. to North.

Hourly On

July 16	Oliver Farrington	Motor Truck Driver	$ .40 per hr.
" 23	W. J. Gibbs	Mech. was T. D.	.60 " "
" 23	Edward Scott	Motor Truck Driver	.40 " "
" 26	Benj. Hahn	" " "	.45 " "
" 13	Andrew J. Aber	" " "	.40 " "
" 19	Leon Cramer	" " "	.45 " "

Increases

July 16	Chas. Henson	Mechanic	$ .65 to $ .75 per hr.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the list of employments as recommended by the State Highway Engineer.

Routes #1 & #13, New Brunswick

State Highway Engineer Sloan reported to the Commission that Routes #1 & #13, connecting link known as French and Albany Streets, New Brunswick, is completed and ready for inspection. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission accepted the completed pavement on Route #1 & #13, French and Albany Streets in New Brunswick, subject to inspection by Commissioners Scott and Jelin.

Route #8, Sec. #7A, Somerville

The State Highway Engineer reported to the Commission the completion of Route #8, Section #7A, Union Avenue, Somerville, and recommended that the same be inspected and accepted. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of Route #8, Section #7A, Union Avenue in Somerville, subject to inspection by Commissioners Scott and Jelin.

Resignation of C. A. Burr

State Highway Engineer Sloan reported to the Commission that Mr. C. A. Burr, Division Engineer of the Northern Division, had tendered his resignation effective September 1, 1923, in order to accept other employment. He recommended to the Commission that Mr. L. E. Andrews, Survey Engineer be promoted to the position of Division Engineer of the Northern Division, effective August 1, 1923, at the entrance rate of $325.00 per month. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the appointment of Mr. Leon E. Andrews as Division Construction Engineer effective August 1, 1923, at the entrance rate of $325.00 per month, subject to Civil Service Regulations.

Osborne's Bridge-Laurelton

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Osborne's Bridge-Laurelton road in Brick Township, Ocean County Township Aid, same having been recommended by the State Highway Engineer.

Tabernacle Road, Cape May County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on the Tabernacle Road in Lower Township, Cape May County Township Aid; same having been recommended by the State Highway Engineer.

Hope-Chapel Road, Ocean County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on the Hope Chapel Road, Lakewood Township, Ocean County Township Aid; same having been recommended by the State Highway Engineer.

Cedar Grove Road, Mercer County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Cedar Grove Road, Princeton Township, Mercer County Township Aid; same having been approved by the State Highway Engineer.

Bulls Ferry Road, Hudson County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for the Bulls Ferry Road, North Bergen Township, Hudson County, Township Aid; same having been recommended by the State Highway Engineer.

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Detour, Little Falls.

The State Highway Engineer recommended to the Commission the adoption of the following detour during the construction of Route #12, grade crossing elimination at Little Falls;

> Beginning at the intersection of the Totowa Road and Union Avenue, Totowa, and running thence easterly over Route #12 to the intersection of the Totowa Road and the Little Falls Turnpike, in east Paterson, and from thence southerly and westerly over the Little Falls Turnpike to its intersection with Route #12, at Beatty's Mills, in Little Falls.

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the recommendation of the State Highway Engineer.

Route #16, Sections #5 & #5A, Detour.

State Highway Engineer Sloan recommended the approval of the following official detour during the construction of Route #16, Sections #5 & #5A, between Somerville and Woods Tavern.

> Beginning at a point in the Borough of Somerville where the Somerville-Pleasant View Road (Rt. 16) intersects Main St. (Rt. 8) and runs thence, Main St. (Rt. 8) in an easterly direction a distance of approximately 0.15 miles to Gaston Ave. (Rt. 8); thence northerly over Gaston Ave. a distance of approximately 0.45 miles to Union Ave. (Rt. 8) thence easterly over Union Ave. a distance of approximately 1.3 miles to the Manville-Millstone Road a distance of approximately 4.8 miles to the Amwell road; thence westerly over the Amwell Road a distance of approximately 3.1 miles to Route #16.

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission approved the adoption of the detour as recommended.

Warren County ~~Communication~~ Request.

The State Highway Engineer presented to the Commission a communication from the Board of Freeholders of Warren County concerning the condition of the Hampton-Hazlett's Corner-Washington Road and Asbury-Hazlett's Corner Road requesting that since these roads were used as detours during the construction of Route #6 & #12 they be repaired in as good condition as when taken over for detours. The Board of Freeholders advised that they are prepared to contribute 50% of the cost of permanently improving this road providing the State will provide an equal amount, the total estimated cost being $220,000.00. State Highway Engineer Sloan recommended that the Board of Freeholders of Warren County be advised that the Commission has not funds from which to contribute 50% of the cost at this time and it would request that the Board of Freeholders consider including this road in the 7% system in order to obtain Federal Aid, or that they consider doing this construction under Chapter 10 Laws of 1919. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was ordered approved and the Secretary was directed to so notify the Warren County Officials.

Width of Township Roads ✓

The Highway Engineer presented a report in connection with the pavement required by the State Highway Commission on Township roads, and recommended that the resolution of the former State Highway Commission placing the main width at sixteen feet be rescinded and that each road be considered as to its width upon the usefulness in which it will be placed. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered this matter deferred until the next meeting of the Commission.

Township Aid- General ✓

The State Highway Engineer requested information from the Commission as to whether it would be possible to approve any of the allotments of Township Aid as recommended on the forms submitted the week previous. Commissioner Jelin moved that the State Highway Commission approve the allotment of Township Aid funds to those counties wherein the total request at this time was $25,000.00 or less, and that each apportionment to these counties be subject to approval by the State Highway Engineer, and further that there be prepared a supplemental list showing those counties where the total requests were in excess of $25,000.00. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adjourned at 6.50 P.M., to meet in regular session on Tuesday, August 7, at 10.30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - August 7, 1923

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, August 7, 1923. The meeting was called to order at 11.00 A.M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H.
Stewart, Walter Kidde and Abraham Jelin.

President Harding Memorial ✓

General Scott made the following statement to the Commission at the opening of themeeting:

"The Country has met with a very severe loss in the death of our President, and it seems fitting that the State Highway Commission should take notice of this fact in a proper manner."

Commissioner Kidde therefore, moved that in order to express the sorrow felt by the State Highway Commission and its forces, that the office of the Commission be closed on Friday, August 10, 1923, the date of President Harding's funeral; and that Chairman Scott prepare a short memorial address to be broadcasted to all contracts in operation and to outside forces of the State Highway Department, to be read during a ten minute cessation of work at the hour of the funeral ceremonies. This was seconded by Mr. Jelin and adopted.

Office Space ✓

The State Highway Engineer reported to the Commission that he was very anxious to obtain sufficient office space in Trenton to bring the Bridge Department from Newark at the earliest possible date. The Secretary informed the Commission that he had conferred with the officials of the Broad Street Bank Building concerning a short lease on the new wing, but that they were very reluctant to grant any leases in the new wing shorter than five years. They were, however, willing to provide any additional space needed in the Highway Department in the present building and would endeavor to put as many Departments on one floor as it would be possible. Commissioner Jelin moved that the State Highway Engineer be instructed to arrange for proper space for Departments of the State Highway Commission in the Broad Street Bank Building; this to include sufficient space for the removal of the Bridge Department from Newark to Trenton; said rental space to be secured on a lease not to extend beyond May 1, 1924. This was seconded by Mr. Kidde and adopted. Commissioner Kidde suggested that no arrangements for the removal of the Bridge Department be made until it was definitely established that space could be acquired for the office in Trenton.

Labor Union Complaint ✓

The Secretary presented a report from Superintendent of Maintenance Muir, in reference to the statement made by the International Union of Steam and Operating Engineers, in which report Mr. Muir advised that the compensation as now being paid is in accordance with standardized rates as fixed by the Civil Service Commission, and further that the Hackensack Bridge is not a steam operated bridge, but electric. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary forward a communication to the International Union of Steam and Operating Engineers informing them of the report of Mr. Muir and of the salary schedules as in effect for these men.

Materials, Shortage - R.R. Cars ✓

The Secretary presented a telegram received from the U. S. Bureau of Public Roads advising of the fact that there is imminent a shortage in railroad cars beginning September 15, 1923, and urging the State Highway Department to have its contractors ship as much material as possible prior to that date. Commissioner Kidde moved that the telegram be received and that the State Highway Engineer be directed to forward a notice to each contractor working for the State informing them of the serious situation to be encountered by a car shortage, and asking that they make every effort to stock-pile their materials prior to September 15, 1923.

Trenton-New Brunswick Turnpike ✓

The Secretary presented an opinion from the Attorney General in answer to a request made for the use of Motor Vehicle funds on the reconstruction of the Trenton-New Brunswick Turnpike, in which opinion the Attorney General ruled that State Aid could not be granted on anything but improved roads, and inasmuch as it was contemplated to grade the work there were no funds available but the Appropriathe Committee could appropriate sufficient moneys from the Motor Vehicle account for that purpose at the next session of the Legislature. On motion by Mr. Stewart, seconded by Mr. Jelin, the opinion of the Attorney General was ordered received and spread in full upon the minutes.

Trenton, N.J., July 31, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Trenton, New Jersey.

Dear Mr. Grover:

I am answering your letter, in which the Commission asks to be advised as to whether the Motor Vehicle Funds at the disposal of the State Highway Commission may be used for the purpose of completing the grading and construction on the Trenton-New Brunswick Turnpike.

Chapter 395 of the Laws of 1912 in Sections 7,8,9,26, and 27, as amended respectively by the Supplement of 1915, page 442 amended by Laws of 1913, page 645, and Laws of 1917, page 76, all refer to the extension and construction of State Highways, and the improvement of roads and maintenance and repair of bridges and culverts. I am unable to advise that Section 17, of Chapter 15 of the Laws of 1917 authorizes the remainder of the fund to be expended for other than improved roads.

Very truly yours,

Thomas F. McCran,
Attorney-General.

Right of Way, Route #5, Sec. #13.

Commissioner Jelin presented a report to the Commission as to the inspection trip made by him to properties on Route #5, Section #13, Budd Lake-Netcong Section, which had been referred to him for investigation. He presented the following report:

New Jersey State Highway Commission,
Trenton, N.J.

Gentlemen:

Yesterday, August 6th, I visited Route #5, Section #13, Netcong-Budd Lake, and carefully examined the several properties on which we had agreements and the Commission decided should be investigated further before giving its approval to the same.

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The first property is that of the Beckman Springs Company, on which we had an agreement to convey the necessary land to the State of New Jersey for the sum of $1,750.00. From this property we take .924 acres. I do not consider that this property should be valued on the basis of building lots, particularly as the portion we take is so far from the present highway that the rear of only two lots facing on the Netcong-Budd Lake road merely touch it.

The other claim, that of a valuable factory site adjacent to the D. L. & W. R. R. has been considerably reduced in size, is without value, inasmuch as it is one hundred and fifty-two feet from the side line of the proposed new highway to the right of way of the railroad on the eastern end of the property and one hundred and twenty-six feet from the railroad right of way at the road known as Love Land, and, as this existing road cuts into the railroad right of way at an acute angle just beyond this point, our new and improved highway rather increases than decreases the value of the tract as a factory site.

The point has been raised that the fill across this property will greatly decrease its value. In reality, there is only about one hundred feet of heavy fill across the existing gully in the property. Beginning at the easterly end, two hundred and fifty feet of the property is practically on the grade with other finished road and at the westerly end the lot is on the grade with the new highway.

In view of these facts, I consider that an allowance of $785.00 would be very liberal compensation indeed, for the property taken, as the ground at present is simply meadow or pasture land and in my judgment, the benefits conferred upon the property by the construction of the new road at least equal the value of the land taken.

Nevertheless, as it is the practice of the State to pay for the area of the ground taken for the highway, I would recommend that $785.00 be the maximum allowance tendered to the Beckman Springs Company for the property. If this tender is refused, I would recommend that condemnation proceedings be undertaken at once. To my mind, the idea of valuing this meadow land on a lot basis is absurd and cannot be justified since there is nothing visible on the property or its surroundings at the present time.

The second property referred to me for report by you is that of Frank Dominick. This is a low tract adjacent to the present Budd Lake public road and is used as a truck patch. As the grade of our new road is considerably lower than that of the Budd Lake road, Mr. Dominick will have a lot between the old and new roads which will be much more valuable and at a better grade than his property is at present.

The lot referred to is triangular in shape, one hundred and two feet deep and one hundred and thirty-eight feet along the old road and one hundred and seventy-seven and five tenths feet along the new highway. In my opinion Mr. Dominick would be very amply recompensed for the land we take from him if he were to receive the sum of $500.00.

The claim is made that we destroy three lots for which he paid $750.00, the lots remaining after the road is completed, one on the South side above referred to and a smaller lot on the North side, are, in my judgment worth at least $400.00.

In this case, I would therefore recommend that a tender of $500.00 be made to Mr. Frank Dominick and if the same is refused by him, condemnation proceedings be undertaken at once for the acquisition of the property required.

Very truly yours,

Abraham Jelin,

State Highway Commissioner.

Commissioner Kidde stated that he felt that it should be the rule of the Department that where property was being acquired along the line of a new highway that there are benefits which will accrue to the properties to an extent almost sufficient to pay for the value of the property taken, and that where land is acreage ground it shall be so considered, even though the building of a road through the property will make it suitable for building lots. Commissioner Kidde moved that the recommendations of Commissioner Jelin as contained in his report be adopted. This was seconded by Mr. Stewart, and approved.

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Right of Way - General ✓

Commissioner Kidde requested that Mr. Meeker of the Right of Way Department appear before the Commission relative to right of way matters. Mr. Meeker appeared before the Commission and was questioned concerning the work of the Right of Way Division. He informed the Commission that due to the press of work in getting contracts under way, it was almost impossible with the forces at hand to secure all the properties needed on each job in time to permit the contractors to proceed with their work. Commissioner Kidde suggested that Mr. Meeker should spend practically all of his time in the field procuring property necessary and making appraisals upon the same, and that he should also have sufficient force in order to expedite the Right of Way Department activities and he moved that the State Highway Engineer be authorized to furnish for Mr. Meeker, Right of Way Engineer, such assistants as he might require, either temporary or permanent in order that the Right of Way Division may function smoothly, and further that hereafter that all property reports to the Commission be signed personally by Mr. Meeker as head of the Right of Way Department. This was seconded by Mr. Stewart and adopted.

Request for Aid, Town of Harrison. ✓

The Secretary presented an opinion from the Attorney General advising that State Aid could not be granted to the Town of Harrison in view of the fact that the project was completed and the plans and specifications were not approved by the Commission as required by the Statutes. On motion by Mr. Jelin, seconded by Mr. Stewart, the opinion was ordered received and spread in full upon the minutes, and a copy of the same was directed to be forwarded to the County of Hudson, and the Town of Harrison.

Trenton, N. J., July 31, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Trenton, N. J.

Dear Mr. Grover:-

I am referring to your letter of sometime ago, requesting to be advised whether the Town of Harrison can be granted State Aid in the matter of the request to the Commission therefore in view of the fact that the project has been completed and the plans and specifications were not approved by the Commission.

I am of the opinion that this may not be done in view of the statutory requirement that the plans and specifications shall be approved by the Commission.

Very truly yours,

Thomas F. McCran,
Attorney-General.

Consulting Engineer Goodrich

Advisory Board

The Secretary presented an opinion from the Attorney General concerning the employment of Mr. E. P. Goodrich, Special Consulting Engineer, in which opinion the Attorney General ruled that it is legal for the Commission to employ Mr. Goodrich. On motion by Mr. Kidde, seconded by Mr. Stewart, the opinion of the Attorney General was ordered received and spread in full upon the minutes.

Trenton, N.J., July 27, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Trenton, N.J.

Dear Mr. Grover:

Further supplementing my letter to you of July 2nd, in reply to your letter of May 16th, I have been advised by you, representing the State Highway Commission, that the Engineer is to be specially employed as a Consulting Engineer to advise as to the method of regulation of the traffic at the mouth of the Hudson River Vehicular Tunnel at Jersey City and its distribution through Jersey City and Newark and points, north, west and south, was an employment of such Consulting Engineer by the State Highway Commission as one of the special assistants authorized by statute to advise the Commission. You have further advised me that while he is to be of service to the Advisory Board composed of engineers of the municipalities interested and others. Mr. Goodrich as such Engineer is in the employ of the State Highway Commission to advise it and not solely to act as adviser of an authorized Advisory Committee.

In view of the facts as stated to me, I have come to the conclusion that it is legal for the Commission to employ Mr. Goodrich as a Consulting Engineer, as suggested in your letter of May 16th, to wit; for forty days at the rate of remuneration considered advisable by your Commission.

Very truly yours,

Thos. F. McCran,
Attorney General.

On motion by Mr. Kidde, seconded by Mr. Stewart, the amount as due to Mr. Goodrich was ordered paid in full inasmuch as the work of Mr. Goodrich has been completed.

Trolley Track Paving

The Secretary presented an opinion from the Attorney General concerning the obligation of trolley companies as to the relocation and paving of tracks in the State of New Jersey. On motion by Mr. Kidde, seconded by Mr. Stewart, the opinion of the Attorney General was ordered received and spread in full upon the minutes.

STATE OF NEW JERSEY
Office of the Attorney General

Trenton, N.J., July 26,1923.

Hon. W. G. Sloan,
State Highway Engineer,
Trenton, New Jersey.

Dear Sir:-

Further answering your letter of sometime ago, in which you state that you would like to be advised as to whether or not there is any obligation on the part of the traction company to stand the cost of paving its tracks, and maintain the same, with any pavement other than the existing blocks where the tracks are now located in the center of the highway, and whether the Traction company may be required to relocate and reconstruct its tracks that now lie on the side of the highway to a new location in the center of the highway, and if such company would be required to pave the track area with any material whatsoever under these circumstances.

In my opinion, where a franchise permits a street railway company to place its tracks along the side of the street, such company cannot thereafter be compelled to relocate such tracks in the center of the street. All that the company may be compelled to do is to fulfill the terms of the franchise as originally required of them therein.

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Where the franchise provides no obligation on the part of the company to pave between or outside its tracks, no obligation may thereafter be imposed. Where such obligation provides for the use of a certain form of pavement and no other, the company cannot be compelled to use a different kind pavement, and if the authorities controlling the road use a different material at their own expense the company cannot be compelled to pay the difference between the cost of laying the pavement provided for in their franchise and of that laid down by the authorities.

In Dean v. Paterson, reported in 67 N.J.L. 199, etc., the Supreme Court held that under the provisions of an ordinance requiring a street railway company to keep and maintain the portion of a street inside the rails and for two feet outside of them in good and sufficient repair, the company is not bound to repave within those limits with a new or different material selected by the city nor is it liable to the expense of such repaving when laid down by the city.

In Fielders v. North Jersey Railroad Company, 68 N.J.L., pages 343, etc., the Court of Errors and Appeals held with respect of an ordinance which required all Street Railway Companies to pave, repave and keep in repair, under the direction and to the satisfaction of the proper municipal authorities, the space between the rails of their tracks and between the tracks, and the space for one foot outside of each outer track, at the same time providing that if any company failed to pave or repave or to keep the pavement in repair, the city authorities may cause the work to be done, and the ordinance required the company in such case, on demand, to pay the cost thereof. The Court held in this case, as a matter of construction, that the ordinance did not confer a right of action upon any member of the traveling public who might sustain damage through the non-repair of the street. The Court in that case discussed the question as to whether the ordinance was an exertion of the power of taxation or was an exercise of the police power conferred upon the municipality by the Legislature, and said that the liability of the company to maintain the pavement as such if it existed, must either be raised upon some valid statute or ordinance imposing such a duty or must arise out of the obligations of a contract, and the Court said that where such a burden is lawfully imposed by a municipality upon a Street Railway Company as a condition of the grant of its franchise, the acceptance of such a condition by the company constitutes a contract between the company and the municipality. The Court cited the case of Appleby v. State, 16 Vr. 135, where the Court said that a duty, the breach of which is an actionable wrong, must either arise from a contract or be imposed by positive law independent of contract. In the first case, the party to the contract only can sue; in the other case, any person injured may sue, if he be one of the class of persons for whose duty the benefit is imposed. In the Fielders case, the Court reversed the judgment obtained by Fielders on the ground that the ordinance was not lawful as applied to that particular company for the reason that it was an exercise of the power of taxation rather than of the police power and was not subject to a contractual obligation on the part of the company. In that case, the Court held that the enforcement of the franchise was an exercise of the taxing power and not of the police power, in that it was not merely regulatory, and it seems from reading the whole opinion that it was an attempt to impose upon every traction company the duty to pave a considerable portion of every street over which it passed and was not a contractual obligation which had been agreed to by the railroad company in the acceptance of a franchise.

The rule as laid down in the courts of this State is that the distinction between the power to license as a police regulation and the same power as a revenue measure is that if the power given is a police power it must be exercised as a means of regulation only and cannot be used as a source of revenue. North Hudson Street Railway Company v. Hoboken, 41 N.J.L., pages 71, etc.

In the case of Freeholders v. Jersey City, 25 N.J.L., pages 170, etc., the Court of Errors and Appeals held that a statute or ordinance which required a Street Railway Company to keep and maintain in good repair the paving or other surface material of so much of the several public highways through which the road is constructed as is occupied by or adjacent to its tracks does not impose upon it any obligation to contribute to the cost of repaving any of such highways, and this is so even if the cost of maintenance is greater than the cost of re-paving would be. In that case, the freeholders of Hudson County brought an action at law to recover from the defendant a portion of the cost incurred by the freeholders in the laying of a granite block pavement upon a portion of the Paterson Plank Road, a public highway of the county through which the company operated an electric railway. This company was taken over by a corporation, subsequently organized, and the court held that in spite of the rule laid down in some other states, that the duty of paying a proportionate share of the cost of repaving when the public interest required that a street should be improved that such a rule was not in force in this State under the case of Dean v. Paterson, cited above. Nothing was said in that case as to the right of the freeholders to bring an action to recover the cost of work originally contracted for under a franchise given to a Street Railway Company, and Judge White, in a concurring opinion, said that though it had been held in this State that the only remedy is by mandamus that the case of Rutherford v. Hudson River Traction Company, 44 Vr. 227, holding that mandamus was a remedy because of the public nature of duty assumed was no reason why the contractual obligation might not also be in force. It seemed, he said, that the assumption of the public duty by the trolley company does not relieve the municipality of the same public duty, that the officers of the municipality might be indicted for its non-performance, and that there is no difference because someone else has contracted to perform the duty, and that application for mandamus had been made and has long been pending (during appeal) to compel the performance of that contract. He said that the proper convenience of the public is superior to such excuses however well founded; that the public is entitled to use its highway today and look to its necessity to have it in fit condition for such immediate use.

I conclude, however, that an agreement to pave under a franchise does not include the expense of repaving, nor does the acceptance of a franchise requiring a company to maintain the street in good condition require it to repave or to pay the difference of cost of replacement where another kind of pavement is laid down by a municipality or by the State Highway Department, which, under the statute, may be subrogated to the rights of the municipality in this respect. I am further of the opinion that a traction company may not be required to relocate and reconstruct its tracks in another part of the highway where the original franchise, which it accepted and which constituted the contractual obligation, specifically required the tracks to be laid originally in a certain location.

It is unquestionably true that under the decisions of this State mandamus is the remedy whereby a trolley company may be compelled to perform its duty to the public under the terms of the franchise accepted by it, but I am of the opinion, nevertheless, that where a public duty is imposed upon the State Highway Commission or a municipality to keep the streets in repair for traffic that upon proper notice to the company and an opportunity given to fulfill its contractual obligation, the municipality may recover the cost from the trolley company of such paving or repair as is lawfully imposed upon the company by the terms of the franchise under which it is operating.

Very truly yours,

Thos. F. McCran

Attorney-General.

Route #13, Lawrence Township

The State Highway Engineer advised that in connection with the foregoing, a delegation had visited him from the Township of Lawrence at which meeting they advised that they had tentatively proposed to the trolley company that they would be willing to pay one half of the cost of the paving between the tracks if the trolley company would pay

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for the balance. This proposal was not accepted by the Traction Company. He stated that in view of the opinion of the Attorney General's Department that he would recommend that the State Highway Commission authorize an agreement with the Trenton & Mercer County Traction Company, for the removing of the tracks from the side to the center of the roadway, and that the State enter into an agreement with the Township of Lawrence whereby Route #13 through Lawrenceville would be paved between the tracks and there would be no additional width provided to the curbs, and curbs placed, provided the Township of Lawrence will pay for such work beyond 20 feet of pavement to be placed by the State and one-half the cost of the paving of the tracks to be borne by the State. The Commission held over action on this matter until it had a chance to digest the opinion of the Attorney General.

Proposed
Legislation

The Secretary presented for General Scott the request that the Commission consider the desirability of legislation to permit the counties to remove the bond issuance for reimbursement work from their bonding limit; this in view of the fact that where counties have financed reimbursement work they have practically exhausted their bonding limits thereby restricting the work that the county may perform on its own roads. The Secretary cited the case of Somerset County where the County was desirous of doing additional work, but had issued bonds to the extent of its limit. General Scott suggested that this be placed in the list of matters to be considered in connection with proposed legislation. Commissioner Kidde made the statement that he felt that since all the counties could not take advantage of the Reimbursement Act it would be unfair to permit additional improvements in counties where the Reimbursement work was already completed.

Rt. 10, Sec. 2, Dolia Avenue,
Bridge & Trolley Crossing

The Secretary presented a communication from Mr. [illegible] J. Mansfield, low bidder on Dolia Avenue Bridge Crossing on Route #10, requesting award of contract to him. Commissioner Kidde stated that the nature of the work was such that it required very careful and competent contractor. State Highway Engineer Sloan reported to the

Commission that he felt that the character of the work as performed for the State by Mr. R. J. Mansfield, was not such to warrant his recommendation for awarding the contract on Route #10, Section #2 bridges to Mr. Mansfield, and he would therefore recommend to the Commission that the contract be given to the next low bidder, Mr. J. J. McGarry. The Secretary read an opinion given by Justice Parker of Bergen County in a similar case where award was made to the second low bidder. The Comission reserved decision on this matter until after luncheon. On motion duly seconded, the Commission recessed for luncheon at 12.45 P.M., to meet in regular session at 2.00 P.M.

The Commission reconvened at 2.00 P.M., as agreed, with the same members present as at the morning session.

Cape May - Lewes Ferry ✓

Chairman Scott called attention of the Commission to the propaganda being broadcasted by the newspapers of South Jersey relative to the operating of the Cape May-Lewes Ferry, and inquired of the Commission whether there was any intention of proceeding with the ferry and dock construction. Commissioner Stewart stated that he felt that sufficient answer had already been given to the local authorities in Cape May County to the effect that until there is assurance that the State of Delaware will provide 50% of the cost of the entire project, the State of New Jersey cannot proceed any further. Chairman Scott stated that he felt that if anything was done at all it should be done through private interests and not having the State responsible for the operation of the boats.

U. S. Bureau of Public Roads ✓

The Secretary read a telegram from the U. S. Bureau of Public Roads, advising that the office at Troy would be closed on August 10th, and that the Washington offices would be closed from Tuesday noon till Saturday morning.

Absecon Boulevard, Atlantic Co.

Commissioner Kidde called attention of the Commission to the fact that the County of Atlantic was ready to receive bids for the construction of the Absecon Boulevard with an asphalt block pavement, and he moved that Assistant State Highway Engineer Reed be requested to prepare a comparison between the prices received for the Lawrenceville-Princeton Road and those received on the Absecon Boulevard with relation to the difference in cost between sheet asphalt and asphalt rock. This was seconded by Mr. Jelin and adopted.

Bridge & Trolley Crossing, Delia Ave., Route #10.

The Commission next took up for further consideration the matter of the award of contract for Delia Avenue Bridge and trolley crossing on Route #10, Section #2, in which case the State Highway Engineer stated that he would recommend award of contract to the second low bidder. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

WHEREAS, due consideration has been given to the matter of award of contract on Route #10, Section #2, Delia Avenue Bridge and Trolley Crossing.

THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby award the contract for the construction of the Delia Avenue Bridge and Trolley Crossing on Route #10, Section #2, to J. J. McGarry, on his the lowest responsible bid amounting to $125,000.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract on behalf of the State Highway Commission.

Advisory Board.

The State Highway Engineer reported to the Commission that the Advisory Board had been at work preparing a study of the Vehicular Tunnel Traffic Routes, and was prepared to present its report to the State Highway Commission. Chairman Scott inquired whether in view of the fact that the Governors of New York and New Jersey had expressed opinions favoring additional tunnels, whether the conclusions reached should be supplemented in any way. State Highway

Engineer Sloan advised that the report as ready to be presented was complete as far as the action of the State Highway Commission had delegated the Advisory Board to perform. State Highway Engineer Sloan further informed the Commission that arrangements had been made for a dinner meeting between the Advisory Board and the State Highway Commission at the Robert Treat Hotel in Newark, on Wednesday, August 9th, at 6.30 P.M., where the final presentation of this report would be made to the State Highway Commission. Commissioner Kidde then moved that the Commission delegate one of its members to officially accept the report from the Advisory Board and to ask that the State Highway Commission be given the opportunity to study the report as submitted and invite the Advisory Board members to be its guests within two or three weeks in order that the entire Commission might have the opportunity to discuss the material contained in the report with a better understanding. This was seconded by Mr. Jelin and adopted. Chairman Scott delegated Commissioner Kidde to act as the representative of the State Highway Commission at the dinner meeting with the Advisory Board members to be held at Newark, at the Robert Treat Hotel, on August 9th, at 6.30 P.M.

Burlington County Inspection Tour

The Secretary presented a communication from the Burlington County Board of Freeholders outlining the itinerary which it was proposed to cover with the State Highway Commission on Thursday, August 10th. On motion duly seconded, the communication was ordered received and placed on file.

Prospect Avenue, Essex County

The Secretary presented a communication from the County of Essex Board of Freeholders requesting consent to survey Prospect Ave., in West Orange and Verona. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the consent to survey Prospect Avenue in West Orange and Verona and authorized the Chairman to approve the same on behalf of the Commission.

Freehold-Clarksburg Road, Monmouth Co.

The Secretary presented a communication from the Board of Freeholders of Monmouth County, requesting consent to survey the Freehold-Clarksburg Road #24, Section 2. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the request of the Board of Freeholders of Monmouth County for consent to survey the Freehold-Clarksburg Road #24, Section 2, and authorized the Chairman to approve the same on behalf of the Commission.

Rejection of Plans-Red Bank-Oceanport Road, Monmouth County

The Secretary presented a communication from the Monmouth County Board of Freeholders, requesting that the State Highway Commission grant aid for the Red Bank-Oceanport Road, or reject plans and specifications for the same, in order that the county might proceed with the construction from its own funds. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered the rejection of plans and specifications for the Red Bank-Oceanport Road in Monmouth County, due to lack of funds, in order that the county might proceed with the construction from its own funds.

Route 9, Section 7-A, Extension of Time

The Secretary presented a communication from the Somerset County Board of Freeholders advising of an extension of time having been granted to the New Jersey Construction Company, contractors on Route 9, Section 7-A. On motion duly seconded, the communication was ordered referred to the State Highway Engineer for investigation and report.

Request for Aid-Middlesex County

The Secretary presented a communication from the Middlesex County Board of Freeholders requesting the Commission to grant State Aid to the extent of $45,000.00 for the Old Bridge-Matawan Road in Middlesex County, stating that this money had been assured them by the former State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered referred to the State Highway Engineer for report with recommendations at the next meeting of the Commission.

Laurelton - Allen Osborn Bridge Road, Brick Township, Ocean County.

The Secretary presented a telegram from the Township Committee of Brick Township, Ocean County, requesting permission to proceed under Force Account Agreement with the construction of the Laurelton-Allen Osborn Bridge Road, due to the fact that five contractors had been asked for bids, but none were received. State Highway Engineer Sloan recommended that authority be given for Brick Township to proceed with this conctruction under Force Account Aggrement. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer.

Route #5, Sec. #6, Speedwell Ave.

The Secretary presented a communication from Mr. Davis S. Solny of Morristown, N.J., requesting a hearing for the purpose of discussing the conditions on Route #5, Speedwell Ave., Morristown. On motion by Mr. Jelin, duly seconded, a hearing was granted for the next meeting of the State Highway Commission.

The Schedule of Business was next taken up for consideration item by item as follows:

Route #13, Section No. 6.

State Highway Engineer Sloan presented the following bids received for the construction of Route #13, Section #6:

Utility Const. Co.	97.75%
N. J. Const. Co.	102.5
Ross & Whelan, Inc.	104.8
Public Service Prod. Co.	105.75
Union Paving Co.	106.5
James J. Barrett	108.75
Standard Bitulithic Co.	109.5
S. S. Thompson & Co.	119.

and recommended award to the low bidder, the Utility Construction Company at 97.75% of the Engineer's estimated units of cost, amount-to $495,473.83; and he further reported that approval had been given to the project by the Federal Government. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the contract for the construction of Route #13, Section #6, Lawrenceville-Princeton Section, be and the same is hereby awarded to the Utility Const. Co. of New Brunswick, N.J., at their's the lowest bid of 97.75% of the Engineer's estimated units of cost or a contract amount of $495,473.83, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

State Highway Engineer Sloan asked that in connection with this award of contract, that some disposition be made of the situation through the Township of Lawrence. Commissioner Kidde moved that the State Highway Engineer be instructed to prepare agreements to be entered into with the Trenton & Mercer County Traction Company looking toward their cooperation in the moving of the tracks and their agreement to reimburse the State for the cost of the new materials which they desire in the new location with the understanding that the State Highway Commission will not, if view of the opinion of the Attorney General, make any effort to collect further demands from them; all of this subject to the Township of Lawrence being agreeable to sharing in one-half of the cost of paving between the trolley tracks. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde moved that the State Highway Engineer communicate with the Township Committee of Lawrence Township on the basis that the State Highway Commission will finance the removal of the tracks to the center of the roadway provided the Township of Lawrence will agree to pay one-half of the cost of paving the trolley track area, and further provided that the Township of Lawrence will pay for the entire cost of paving and the placing of curbs and gutters beyond a total of 22 feet to be paved by the State aside from the trolley track area. This was seconded by Mr. Jelin and adopted.

Route #5, Section #8A ✓
Great Meadows Crossing.

State Highway Engineer Sloan reported to the Commission that bids had been received as follows on the construction of bridge over the tracks of the Lehigh & Hudson R. R. at Great Meadows,

Salmon Bros.	87.2%
Krellwitz Cont. Co.	93.2
Frederick J. Parker	93.8
Edward P. Lupfer Corp.	98.5
S. S. Thompson & Co. Inc.	103.

and would recommend award of contract to Salmon Brothers, of Netcong, N. J., at their's the lowest bid of 87.2% of the Engineer's estimated units of cost. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution.

> RESOLVED, that the contract for the construction of bridge over the Lehigh & Hudson River Railway, on Route #5, Section #8, be and the same is hereby awarded to Salmon Brothers, of Netcong, N. J., at their's the lowest bid of 87.2% of the Engineer's estimated units of cost amounting to $131,009.72, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Bids Received Rt. #14, Sec. #8.

The State Highway Engineer presented bids received on August 6th for the construction of Route #14, Section #8, Swainton to Ocean View, Cape May County,

Public Service Production Co.	103.7%
Sutton & Corson	106.
Wm. Eisenberg	107.8
N. J. Construction Co.	109.5
S. S. Thompson & Co. Inc.	109.5
Acchione & Canuso	114.

and he recommended the award to the low bidder, the Public Service Production Company of Newark, N. J., at 103.7% of the Engineer's estimated units of cost amounting to $215,021.69. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the contract for the construction of Route #14, Section #8, Swainton to Ocean View, Cape May County, be and the same is hereby awarded to the Public Service Production Company of Newark, N. J., at their's the lowest bid of 103.7% of the Engineer's estimated units of cost, amounting to $215,021.69, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Bids Received on Rt. #8, Sec. #4.

State Highway Engineer Sloan reported that the following bids had been received on August 6th for the construction of Route #8, Section #4, Smith Mills-Charlottesburg, and recommended award of contract to the low bidder, Weldon Contracting Co., of Westfield, New Jersey, at their's the lowest bid of 102.8% of the Engineer's estimated units of cost and amounting to $349,597.16.

Weldon Contracting Co.	102.8%
N. J. Construction Co.	103.5
Richards & Gaston, Inc.	107.
Graham VanKeuren	110.
Curtin Brothers	129.75

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the contract for the construction of Route #8, Section #4, Smith Mills-Charlottesburg, be and the same is hereby awarded to Weldon Contracting Company, of Westfield, N.J., at their's the lowest bid of 102.8% of the Engineer's estimated units of cost, amounting to $349,597.16, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Right of Way, Rt. 10, Sec. 1C.

The State Highway Engineer recommended approval of the purchase of Parcel #7 on Route #10, Section 1C, from Robert Hartwig, required for Right of Way, for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the purchase of Parcel #7, on Route #10, Section #1C, for the consideration of $1.00.

Right of Way, Route #5, Sec. 13.

The State Highway Engineer recommended the purchase of Parcel #9, on Route #5, Section #13, from the Singer Mfg. Co., for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer for the purchase of Parcel #9, as above.

Right of Way, Rt. 16, Sec. 5.

State Highway Engineer Sloan recommended the purchase of the following sections of property on Route #16, Section #5, Lehigh Valley Railroad to Woods Tavern.

1 & 17	Oscar J. Brown, R.F.D. #1, Somerville	$ 1.00
2	Emily L. Wright, " " "	113.00
4	Chas. A. Worral, " " "	1,00
5	Edith J. Worral, " " "	1.00
7	J.E.F. & Emma Gerlich " "	70.00
10	Annie E. Neville " " "	159.00
11	Edward Lindstrom, Box 645 " "	1.00
12	Mabel D. Talbot " 861 " "	1.00
13	Fred & Elizabeth Kaiser " "	215.00
15	Socrates T. & Emily L. Yeomans	380.00
16	John & Elizabeth Newman, R.F.D.#1, Somerville	60.00
18	Lavinia Bean " " "	900.00
19	Howard C. & Adda L. Staats " " "	275.00
20	Eugene H. & Eva J. VanRonk #1, Somerville	1.00
22	Lynn E. Greenwood Belle Meade	100.00
24	Mattie B. Himelright, R.F.D. #1, Somerville	1.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property on Route #16, Section #5, as recommended by the State Highway Engineer.

Maintenance Contract. ✓

On recommendation of the State Highway Engineer and on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the extension of time to the Union Building and Construction Company of Passaic, N. J., on the contract for furnishing bituminous concrete FA-BC-1 on maintenance job on Route #8.

Mill Street, Sussex, M.V. Aid.

On recommendation of the State Highway Engineer and motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the contract for Mill Street, Borough of Sussex, Sussex County, work to be done under Motor Vehicle Aid Account.

Newton-Stanhope Road, Sussex Co. M.V.Aid.

On recommendation by the State Highway Engineer and on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved contract for the Newton-Stanhope Road, Section #3, Sussex County, work to be done from the Motor Vehicle Account.

Storm Water Drain, Cranbury.

The State Highway Engineer presented to the Commission a report with estimates covering the cost of a storm water drain at Cranbury New Jersey, on Route #1; said estimate being $35,438.40. The State

Highway Engineer further stated that he had inspected the location and felt that the conditions existing were not entirely due to the building of the roadway, also the construction of the road would cause water to collect on the road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission was directed to forward this estimate to the Township of Cranbury requesting that they advise the Commission what proportion of the cost they would bear in the event this storm sewer was constructed to relieve the situation existing in Cranbury.

Employments.

The State Highway Engineer presented to the Commission a report on employments approved by him since the last meeting of the Commission, and recommended ratification by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following employments as recommended by the State Highway Engineer:

August 4, 1923	Geo. Garber	Loc. Mat. Insp.	$125.00 mo.
" 1, "	Robert Guy,	Bridge Attendant	90.00 "
" 6, "	C. H. Hughes,		20.00 wk.
July 30, "	Paul T. Locks,	Mechanic	.60 hr.
" 30, "	John Buis,	Motor Tr. Driver	.40 "
" 18, "	George Brock,	Steam Shovel Oper.	8.00 day

Codification of Road Laws.

The State Highway Engineer presented a communication received from Mr. F. J. Rattigan, Secretary of the County Engineers' Assoc. referring to the fact that there are conflicting laws concerning the construction of roads in the State of New Jersey, and requesting an appointment with the State Highway Commission at which time might be taken up the advisability of having the various laws concerning roads codified. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and the County Engineers' Association was granted a hearing at some future date relative to the matter of road laws, and the matter was also directed to be placed in the special folder concerning proposed matters to be taken up in the annual report.

Proposed Legislation.

Commissioner Kidde at this point called attention to a matter which he believed also should be given consideration, which matter was the issuance of special license to certain individuals permitting them to reach the ferries ahead of the general line of motorists and suggested that this should be taken up with Commissioner Dill with reference to having certain Legislation on the matter brought up.

Overloading of Trucks.

State Highway Engineer Sloan reported having discussed with Col. Schwarzkopf, head of the State Police, relative to the overloading of trucks on highways. Commissioner Jelin stated that he felt there should be additional scales set up for the checking of violations of overloading trucks. Commissioner Kidde moved that the Secretary invite Commissioner Dill and Col. Schwarzkopf to a conference with the State Highway Commission for the purpose of discussion for the protection of the highways of the State, and he particularly referred to the overloading of trucks. This was seconded by Mr. Jelin and adopted.

Motor Truck Scale, Paramus Road.

Assistant State Highway Engineer Reed reported to the Commission there was ready for the approval of the Commission, a bill in the sum of $3,500.00 from Mr. Chas. W. Bance, for furnishing and installing a motor truck scale on Paramus Road, Bergen County. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the payment of $3,500.00 for the furnishing and installing of a motor truck scale on Paramus Road, Bergen County.

Albany Street Bridge, - [illegible]
Trolley Franchise.

The State Highway Engineer reported to the Commission that the franchise under which the Public Service Railway Company occupies the Albany St. Bridge at New Brunswick, expired in August 1922 and he further advised that the changes incident to the widening of the Albany Street Bridge contemplated the moving of the tracks of the trolley company to the center of the bridge, and that such arrangements with the Trolley Company could be considered along with the renewal of the franchise which would be renewed or extended. The Sedretary informed the Commission that the Attorney General had ruled that the State Highway Commission cannot exact a franchise tax from the Public Utilities operating on State Highways. Commissioner Kidde stated that he felt that this condition presented an opportunity for the Commission to determine what rights and powers the State had with respect to Public Utilities on State Highways, and he moved that an opinion be obtained from the Attorney General's Department requesting, in view of the fact that the franchise of the Public Service Railway Company has expired and the Commission is about to negotiate for the continuation of the same, whether, First: the State Highway Commission has the right to negotiate for such a continuation, Second: How far can the State Highway Commission go toward requesting participation by the Public Service Railway Co. in paving a portion of the cost of the widening, and further, what participation the State Highway Commission can require towards maintenance charges from the Public Service Railway Company. This was seconded and adopted.

Signs, Cautionary and Directionary

The Secretary presented a communication from Mr. F.J.Radigan, Secretary of the County Engineers' Association, covering the matter of cautionary and directionary signs, suggesting that the State Highway Commission compel each County to expend the sum of $500. from its Motor Vehicle Allotment for the purpose of providing proper directionary and cautionary signs on its highways. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered referred to Assistant State Highway Engineer Reed for report and further discussion at the next meeting of the Commission.

Island Heights Bridge.

The State Highway Engineer recommended extension of time of 30 working days to L. J. Sieling on his contract for repairs to the Island Heights and Seaside Park Bridge, this extension being justified by a large amount of extra work which it has been necessary to do. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of an extension of time of 30 working days to L. J. Sieling, as recommended by the State Highway Engineer.

Trolley Tracks, Route #4.

The State Highway Engineer advised the Commission that in the plans for the construction of a bridge over the Inland Waterway on Route #4, no provision was made for any trolley tracks such as had been presented before the Commission by Mr. Vanderbilt representing the trolley company which anticipated making use of the bridge. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed the State Highway Engineer to proceed with the plans for the Inland Waterway Bridge without any regard for any tracks on the same.

Right of Way, Route #5, Sec.10.

State Highway Engineer Sloan recommended to the Commission the purchase of Parcel #4, on Route #5, Section #10, Chatham-Brantwood, from Mrs. M. R. White, for the consideration of $100.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer for the purchase of Parcel #4, Section #10, and Route #5.

Route #2, Section #5,
Route #6, Section #15.

The State Highway Engineer presented to the Commission agreements between the State Highway Commission and the Public Service Railway Company covering work to be done in connection with the improvement of Route #2, Section #5, Bordentown-Crosswicks Creek section and Route #6, Section #15, Broadway, Gloucester, providing for reimbursement by the Public Service Railway Company over a five year period. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission authorized the Chairman to execute the necessary agreements with the Public Service Corporation, on behalf of the State Highway Commission covering relocation work on Route #2, Section #5, Bordentown-Crosswicks Creek Section and Route #6, Section #15, Broadway, Gloucester City.

Route #15, Leesburg Cut Off.

The State Highway Engineer presented to the Commission the contracts which had been approved by the Board of Control of Institutions & Agencies, covering the work to be done with inmate labor on the construction of Route #15, Leesburg Cut Off. On motion by Mr. Kidde, seconded by Mr. Jelin, the contract was approved and the

Chairman was authorized to sign the necessary contract forms.

Route #2, Section #5.

Commissioner Kidde stated that he felt that records should be made of the reports given to the Commission by the State Highway Engineer to the effect that the work being done by the Inmate Labor on Route #2, Bordentown-Crosswicks Section was a very fine character although the progress made was not entirely satisfactory.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adjourned at 5.00 P.M., to meet in regular session on Tuesday, August 14th, at 10.30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - AUGUST 14, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, N.J., on Tuesday, August 14, 1923. The meeting was called to order by Chairman Scott at 11:00 A.M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Bulls Ferry Road, Hudson County

The Secretary informed the Commission that Mr. F. J. Radigan, County Engineer of Hudson County was present for a hearing before the Commission. On motion duly seconded a hearing was granted. Mr. Radigan appeared before the Commission and reported that Hudson County was prepared to proceed with the construction of Bulls Ferry Road under the provisions of the Township Aid Act applying thereto the Township Aid funds for 1923 in the amount of $25,000.00, and requested that the State Highway Commission consider the apportionment of the 1924 Townshi Aid Account of $25,000.00 to this road. He further advised that this road was the County extremity of Hudson and is primarily a road for direct traffic between Bergen and Hudson counties. He also advised that a request for this Township Aid was made by North Bergen Township for work on this road. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the apportionment of the Hudson County share of Township Aid for 1924, amounting to $25,000.00 to North Bergen Township for work on the Bulls Ferry Road.

Advisory Board

Commissioner Kidde inquired of Mr. Radigan whether in view of the fact that Mr. Wasser was no longer County Engineer of Hudson County, he would be willing to cooperate in the further progress of the work of the Advisory Board studying the traffic situation arising from the construction of the Vehicular Tunnels. Mr. Radigan offered his fullest cooperation at any time the Commission had use for his services.

Minutes Approved

Commissioner Kidde reported that he had carefully reviewed the minutes of July 5th and July 12th and moved that the minutes be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde called the attention of the Commission to the following items in the minutes of July 17th, 1923:-

On Page No. 2, Paragraph 1, a typographical error in line No. 12, where "$1,000"should read "$8,000," this being the amount as set forth in the statement which the Lehigh & Hudson River Railroad Company offers to the Township Committee of Independence for the elimination of the Creamery Crossing at Great Meadows.

On Page No. 4, Item No. 3, covering conference relative to the trolley franchises. Mr. Kidde suggested that instead of the quotation "covering this point" there be inserted the quotation "covering the policing powers of the Commission." Also, on Page No. 9, with regard to the conference with the Federal Bureau Engineer, Mr. Grover, regarding the Amboy Bridge, Mr. Kidde suggested that in the third item it be noted that the alternate offered by the State Highway Commission for the construction of river piers, was a type presented by the State Highway Engineer which had in it the possibilities of saving $75,000.

On Page No. 11, instead of the words "of being opposed", in the fourth line, there be substituted the word "protesting."

Commissioner Kidde moved the approval of the minutes of July 17th with the corrections as suggested by him. This was seconded and adopted.

Township Aid, Pittsgrove Township.

The Secretary informed the Commission that a delegation was present from Pittsgrove Township, Salem County, for a hearing before the Commission. On motion duly seconded, the hearing was granted. Mr. Lippman appeared and advised that he was sent as a Committeeman from the Township Committie of Pittsgrove Township to request favorable action on the Township Aid application of Pittsgrove Township for the improvement of Garden Road in the township. He advised that this road was practically impassable for the farmers living along it to reach any through highway, and an improvement of two miles of this road would result in greatly increasing the marketing of products from the locality. Mr. Lippman also inquired concerning application filed for aid on Willow Grove Road in Pittsgrove Township, on which an amount of $1,500.00 had been requested. Commissioner Kidde stated that he felt that the Township Aid funds should be used to a large extent in the rural districts to make feeders to main roads from isolated districts, and he further stated that he felt that the situation existing in Pittsgrove Township was one where aid could be given along the lines he had in mind. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was held in abeyance for consideration by the Commission when the Salem County Township Aid was to be apportioned.

Request for Aid, Salem County ✓

Commissioner Jelin inquired of Mr. Lippman whether there was any change of attitude in the Township with regard to raising 10% necessary for the construction of the connecting link through Norma, on Landis Avenue. Mr. Lipmann advised that he felt that when the improvement was definitely projected that there would be no trouble concerning the necessary 10% to be raised by the county. Commissioner Jelin suggested that Mr. Lippman take the proposition up again with the Township Committee advising them that the Commission is favorable to the improvement and has placed it on the preferred list awaiting the favorable action by the township.

Speedwell Ave., Morristown ✓

The Secretary reported that a delegation from the City of Morristown was present and desired a hearing. On motion, duly seconded, the hearing was granted. There appeared a delegation from the Morristown Chamber of Commerce including Mr. Abell, Director of the Board of Freeholders of Morris County, and State Senator Whitney of Morris County. Mr. Abell, acting as spokesman for the delegation, advised that they appeared with regard to obtaining relief on Speedwell Avenue in Morristown. He advised that although this matter had been discussed for a great length of time there has been nothing done to improve the situation existing in Morristown, and that the pavement as laid by the State Highway Commission forms nothing more than parking space along side the curbs while traffic is compelled to travel between the car tracks where there is no pavement and where the situation is very dangerous. It was also felt by the Chamber of Commerce of Morristown that the condition of the street tended to keep through traffic away and thus detracting from the business along the thoroughfare. Mr. Abell informed the Commission that the Chamber of Commerce has investigated the situation and felt that since the Commission had constructed pavements for full width through other municipalities, that such should be the case through Morristown. The Secretary informed the Commission that at no time had the State Highway Commission constructed a pavement from curb to curb without participation by the local municipality through which the roadway passed. Commissioner Kidde cited the situation in Lawrence Township, Mercer County, where the locality is not only willing but will also pay for one-half the cost of the paving the trolley track area. Commissioner Kidde called attention to the fact that the State Highway Commission's duty was to produce a certain amount of mileage with the amount of money in hand, and if it was to deviate from this plan by constructing extra widths, the funds would not give the mileage as estimated. Commissioner Kidde further advised that this matter had been taken up with Mr. Potts, Mayor of Morristown, at the last meeting of the Commission; and that Mayor Potts had stated that it was believed that the State Highway Commission had sole responsibility for the condition existing in the trolley area, but that they would be willing to confer with the Commission and the Trolley officials looking toward reaching some definite means for improving the trolley area.

Senator Whitney advised that he believed in view of the fact that the Commission stepped into the shoes of the municipality,when Route #5, was taken over, it was up to the Commission to determine the means for eliminating the deplorable conditions existing, especially in view of the fact that the Commission, in the construction of Route #5, through Speedwell Avenue has changed the grading of the roadway in such a manner as to necessitate the entire relaying of the tracks. Commissioner Jelin suggested that an endeavor be made to solve the situation, and offered as a solution that the State Highway Commission and the City of Morristown, jointly, on the 50-50 basis, improve the area between the trolley tracks on Speedwell Avenue, and that the State Highway Commission endeavor, through Law, to collect from the Morris Co., Traction Company, such payment toward this work as the courst will order, said payment to be devided as reimbursement between the State Highway Commission and the City of Morristown.

Mr. Abell reported to the Commission that he felt that this was a very satisfactory solution to the situation, and he estimated the cost of the improvement to be $100,000.00. Mr. Kidde moved that the State Highway Commission express itself as being in a receptive mood toward participating in the cost of the improvement of the pavement between the trolley tracks through the built-up section of Morristown, provided the Town of Morristown will act favorably toward participating in this improvement. Commissioner Jelin in seconding this motion stated that he believed it would be desirable to have a committee from the State Highway Commission to to Morristown to meet with the Board of

Freeholders of Morris County and the City authorities of Morristown with power to negotiate a settlement of the situation in the trolley area on Speedwell Avenue.

Commissioner Kidde further suggested as a means toward improving this situation that the State Highway Commission will bear in addition to one-half of the cost of the paving, the cost of changing the grades of the tracks due to the new pavement construction. The Commission was then informed that Mayor Potts of Morristown was off on a vacation, but as soon as he returned this matter would be placed before him for attention.

Long Valley-Hunterdon County Line Road

Mr. Abell, Director of the Board of Freeholders of Morris County, called the attention of the Commission to the fact that the County was ready to advertise the improvement of the Long Valley-Hunterdon County Line Road, but that if the cost of the same was beyond the means of the County, there will be no award of contract. He further asked that in view of the great amount of controversy on Main Street, Boonton, that the Commission permit the transfer of $25,000.00 as apportioned to East Main Street, Boonton, from that account to the Long Valley-Hunterdon County Line Road. The Commission took no action on the matter at this time.

Morris County Repair Material

The Secretary presented an opinion received from the Attorney General advising that in view of the fact that the County of Morris entered into its contracts for repair materials prior to the passage of the Mathis Act, they were within the Law in extending the 1922 contract to cover 1923 purchases. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the opinion of the Attorney General be spread in full upon the minutes and that a copy of the same be forwarded to the County of Morris for their attention.

Trenton, N. J., August 3, 1923.

Mr. A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Bldg.,
Trenton, N.J.

My dear Mr. Grover:-

I have before me your letter of recent date enclosing copy of letter of Hon. Charles A. Rathbun, County Counsel of Morris County, in the matter of extension of contracts for the furnishing of repair materials in Morris County.

From the facts submitted, it appears that the County had previously entered into contracts before the passage and taking effect of the Act of March 23, 1923, entitled "An Act concerning the construction, reconstruction, or resurfacing of any State highway, county road, or municipal road, and the award of contracts therefore."

The County of Morris, it appears, desires to patch certain portions of roadways with the approval of the State Highway Commission, without the advertisement of bids and the making of contracts therefor.

The Act in question seems to restrict its requirements to the awarding of bids and to cases where construction,reconstruction, or resurfacing of any road, or part thereof, exceeds the cost of $1,000.00.

From the facts submitted it seems that the situation in Morris County does not come within the terms of the conditions and restrictions of the statute.

I am, therefore, of the opinion that the Board can take advantage of the option in the previous contracts, extending the contracts for a term of one or two years, if in the discretion of your Board, such action is considered to be advisable. The spirit of the Act is to eliminate unfair competition or lack of competition in the use of patented materials, and in the approving of the extension of such contracts, it seems to me that the matter is one of discretion with the State Highway Commission.

Very truly yours,

Thomas F. McCran,

Attorney General.

Request for Aid-Warren County ✓

The Secretary informed the Commission that a delegation from the Warren County Board of Freeholders was present and desired a hearing. On motion duly seconded, the hearing was granted. There appeared County Engineer Vetter and Freeholder Stryker of Warren County. Mr. Stryker urged upon the Commission the importance of improving the road in Warren County from Hampton to Washington and Asbury, forming a north and south connecting link in Warren County. He advised that the County of Warren stood ready to share in the cost of 5.26 miles of road which was estimated to cost $200,000.00. Mr. Stryker was informed by the Commission that there were no funds from which this improvement could be made at this time, due to the fact that there was no State Aid appropriation made and that the Motor Vehicle account was already over-apportioned. As to the suggestion made by the Commission that this work be included in the Federal Aid recommendations, Mr. Stryker advised that Warren County had already taken up considerable Federal Aid improvement and could not carry any additional. Mr. Stryker inquired whether detour funds could be applied to this work and was informed that detour account was a part of the State Highway funds and therefore, could not properly be applied for improvement other than on State Highways. After discussion, Mr. Stryker was advised to hold the request for aid on this road, for consideration when new funds become available in 1924.

Commissioner Kidde moved that a recess be taken for luncheon until 2:00 P.M. This was seconded by Mr. Jelin and adopted.

The Commission reconvened at 2:00 P.M. as agreed with the same members present as at the morning session.

Maps ✓

The Secretary reported to the Commission that the small detour maps were ready for distribution by the State, and advised that he would forward the same to the various agencies suggested by the Commission. The Commission directed that proper notice be given of the availability of these maps to the public in order that they may be distributed throughout the State.

Obstructions on State Highways, ✓
Opinions of Attorney General

The Secretary presented an opinion from the Attorney General covering the removal of obstructions from the State highways, in which the Attorney General ruled as follows:

August 9, 1923.

"I, therefore, conclude that the proper remedy is by indictment for encroachments upon the Highway, unless such encroachments are natural encroachments and not artificial, which the overseer of highways is authorized to remove. If, however, the obstruction prevents the progress of the individual of the public, such a public nuisance may be removed in order to allow traffic to pass. If the injury, nevertheless, is a serious one and an immediate one, for which there is no adequate and complete remedy at law by indictment, I am of the opinion that relief may be had by information filed by the Attorney General for an injunction. The cases cited in your letter do not appear to me to be of such character, except that perhaps of the gasoline pump installed within the right of way lines of the State highway.

"I, therefore, advise that the Commission notify the offenders that they will proceed by way of indictment because of the encroachment of which they are guilty, except in the case of the gasoline pump. In the last named case, as the installation of the gasoline pump as placed in the highway does not obstruct the passage of traffic so as to justify forcible and immediate removal without judicial process, if the facts can be established that the pump, situated as it is, is such an irreparable mischief and danger as to require its immediate removal, I am of the opinion that a court of equity would compel its removal on information by the Attorney General by the means of an injunction.

Very truly yours,

Thos. F. McCran,

Attorney General."

In view of the fact that the Attorney General's opinion ruled that gasoline filling stations along the highways were not natural obstructions, Commissioner Jelin moved that the State Highway Commission apply to the Attorney General's Department to commence proceedings and vigorously prosecute the same in order to have the obstructions removed. This was seconded by Mr. Stewart and adopted.

Publicity ✓

The Secretary presented a communication from the office of the Governor inclosing a clipping from the Providence, R. I. Journal, under date of July 19, 1923, calling attention to the effectiveness of publicity and information bureau in disseminating highway news and information. On motion, duly seconded, the communication was ordered received and filed for consideration.

Advisory Board

Commissioner Kidde reported to the Commission that on Wednesday, August 8th, he had met with the Advisory Board appointed by the Commission for the study of the Vehicular Tunnel traffic and had been presented with the completed copy of the report as prepared up to this time. He advised that he had accepted the report stating that he received it on behalf of the State Highway Commission and would further ask that an opportunity be given to all the State Highway Commissioners to become familiar with the matter contained in the report in order that within the next two or three weeks another meeting might be held at which time the matter could be discussed intelligently and a statement given to the press.

Alternate Routes, Perth Amboy-Keyport

The Secretary informed the Commission that Senator Stevens of Monmouth County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Stevens appeared and reported to the Commission that the hotel interests and business in general along the shore was very anxious to have some relief afforded to the traffic situation existing between Perth Amboy and beyond Keyport. Commissioner Kidde informed Senator Stevens that the State Highway Commission had already gone into this matter very thoroughly and had appointed an Advisory Board consisting of the County Engineers of Middlesex and Monmouth Counties and the State Highway Engineer looking toward the securing of relief for shore traffic from Perth Amboy to and through Keyport. State Highway Engineer Sloan advised that he had arranged to hold the first meeting of this Advisory Board on the day following this meeting and he felt that the work of this Board would not delay action on the project a very long time.

Route #7.

Senator Stevens further called attention to Route #7, between Asbury Park and Hightstown and stated that he believed the condition of this road between Freehold and Trenton was better than at any time he could remember but from Freehold to the Shore it was in poor shape and he would urge the Commission to take some action looking toward its permanent improvement.

Request for Aid, Monmouth County.

Senator Stevens also called attention to the fact that Monmouth County was very much interested in securing the improvement of Roseld Avenue which forms a connecting link from Deal to the County Line, this road is a Township and Borough Road, and he advised that the County was willing to add its share to the cost of the work. He estimated the total cost would be $35,000.00 and that the Borough of Deal and the County would each be willing to share with the State in its improvement. Commissioner Jelin advised that he believed the State would act favorably on sharing to the extent of 25% in the cost of this improvement if the Township, Borough and County each took care of the remaining 75%. Commissioner Kidde moved that the Commission be on record as favorable to the improvement of Roseld Avenue in the Borough of Deal, and when proper resolutions are presented by the local authorities the Commission will take action thereon at once. This was seconded by Mr. Jelin and adopted.

Alternate Route, New Brunswick.

Senator Stevens called attention of the Commission to the fact that he had been urged by a friend of his in New Brunswick to use his influence toward having the State Highway Commission keep away from the Woman's College Campus at New Brunswick, in the construction of a proposed new bridge. General Scott offered for Senator Stevens' attention a copy of a communication which had been forwarded in reply to an appeal from practically every part of the State of New Jersey. Senator Stevens advised that this would answer all his questions. A copy of this letter was ordered forwarded to Senator Stevens.

Route 4, South Amboy

The Secretary presented a communication transmitted by the Secretary to the Governor, Mr. Pearse, urging the State Highway Commission to reimburse the property owners located on Stevens Avenue between Main Street and Bordentown Avenue, South Amboy, for the permanent brick pavement on said street which the property owners paid for prior to the time this highway was taken over for use by the state. The Secretary informed the Commission that the Law very clearly defined the roadways on which the state could reimburse local municipalities and Mr. Jelin moved the communication be received and ordered filed, with a suitable answer made thereto.

Route 1, Section 12, Rahway Avenue

The Secretary presented a communication from the Board of Public Works of Elizabeth, N.J., transmitting form of agreement in duplicate for the joint improvement of Rahway Avenue, Route 1, Section 12, which permitted the additional width of pavement to be constructed without special contract and the same to be paid for by the City of Elizabeth reimbursing the State. On motion by Mr. Jelin, seconded by Mr. Stewart, the agreement was ordered received and referred to the State Highway Engineer for approval. After further consideration the Chairman was authorized to sign same on behalf of the Commission.

Request for Aid, Hunterdon County

The Secretary presented a communication from Hon. George K. Large, Counsel for the Board of Freeholders of Hunterdon County, requesting aid in reconstructing the road between Lambertville and White House in Hunterdon County. On motion by Mr. Stewart, seconded by Mr. Kidde, the request was ordered received and placed on file, and the Secretary was directed to notify Hunterdon County that the Commission has no funds from which it could give aid on this improvement at this time.

Harding Highway, Salem County

The Secretary presented a communication with resolution from the

Salem County Board of Freeholders, advising that the County Highway from Pennsgrove via Woodstown-Pole Tavern and Elmer to the County Line near Malaga is dedicated to the memory of President Harding, and is designated as "Harding Highway." On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and filed and the Secretary was directed to extend the kind expression of the Commission for the feeling displayed by Salem County in affecting this memorial.

Great Meadows, Route 5 ✓

The Secretary presented a communication from the Clerk of the Township of Independence in Warren County, advising that he had received the letter of the Commission with regard to the closing of the Creamery Crossing at Great Meadows, but that the Township Committee had not had the opportunity of taking the matter up further. He did, however, quote the action of the Township Committee taken at a previous time when they would not allow the elimination of the Creamery Crossing and he stated that he did not believe they were of any different opinion yet. Commissioner Jelin stated that in view of the action taken by the Commission when the report of the Lehigh & Hudson River Railroad was presented, the State Highway Commission should ask that the Township Committee take favorable action in the matter and he moved that Chairman Scott forward a communication to the Township Committee of Independence advising therein that inasmuch as the State Highway Commission has cooperated with them to the fullest extent toward the elimination of the Creamery grade crossing, that it is very important for them to give immediate favorable attention to the request for the closing of the grade crossing to vehicular traffic. This was seconded by Mr. Kidde and adopted.

Township Aid, Washington Ave., Bergen Co. ✓

The Secretary presented a communication from Washington Township in Bergen County, New Jersey, advising of the official opening of Washington Avenue on Saturday afternoon, August 18th, and inviting the State Highway Commission to be present at this time. On motion by Mr. Jelin, seconded by Mr. Kidde, the invitation was ordered received and accepted with appreciation for the thoughtfulness of the community.

Detour, Route 9. ✓

The Secretary presented a communication from Mr. H. M. Riddle of Asbury, N. J. with further reference to his former request that the

State Highway Commission arrange for the repair of the Bristol Corner-West Portal Road, which he claimed was not placed in as good condition after it was used as a detour, as it was previous to being used as a detour. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be filed and that Mr. Riddle be advised that the Commission can take no further action beyond that which was explained in its former communication.

Industrial Directory ✓

The Secretary reported to the Commission that in accordance with the Commission's suggestions he had taken up with Miss Lillian Erskine, Chief of the Bureau of Industrial Statistics of the Labor Department, the matter of supplying information for the new Industrial Directory, and had been informed by Miss Erskine in a communication dated August 1st, the fact that it was her desire that an introduction not to exceed 2000 words containing a statement of the general policy concerning road problems and expenditures be prepared by the State Highway Commission. The Secretary read the communication of August 1st, outlining the items desired to be covered. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to forward such information as the Commission had available for the purpose.

The schedule of business was next taken up for consideration item by item as follows:

Crosswicks Creek Bridge, Route 2. ✓

The State Highway Engineer presented a report of the following bids received on August 13th, for the construction of the Crosswicks Creek Bridge on Route 2, M. P. 26.5 and recommended that action relative to the award be deferred pending further investigation of the lowest bidder:

A. L. Trimpi - Harris Structural Steel Co. 202 State Trust Bldg., Plainfield, N.J.	$80,400.00
Thomas Sheahan, Hagerstown, Md.	93,226.13
Frederick J. Parker, Montclair, N.J.	89,850.00
S. S. Thompson & Co., Red Bank, N.J.	96,400.00
L. J. Sieling, Red Bank, N.J.	103,800.00
Grant, Driver & Grant, Trenton, N.J.	119,297.08
Gibbs, Mueller Co., Philadelphia, Pa.	123,991.00

On motion by Mr. Jelin, duly seconded, the award of contract for the Crosswicks Creek Bridge was held for action at the next meeting of the Commission.

Right of Way, Route 2, Section 5

The State Highway Engineer presented for the approval of the Commission two leases for land required for the construction of a temporary bridge over Crosswicks Creek on Route 2, Section 5. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the leasing of property from the following on the location of the temporary bridge over Crosswicks Creek:

Estate of Patrick Martin	$ 72.00 per year
Esther A. Cunningham	120.00 per year.

Right of Way, Route 8, Section 4

The State Highway Engineer presented purchase agreements and recommended approval of property purchase on Route 8, Section 4, Smith Mills-Charlottesburg Road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the purchase of the following parcels of property on Route 8, Section 4:

Parcel #3	Harry & Hattie Little,	0.08 acres	$1.00
Parcel #4	Butler Water Company	.29 acres	1.00
Parcel #5	Pequannock Rubber Company	.47 acres	1.00

Right of Way, Route 10, Section 1-C

The State Highway Engineer recommended the purchase of property required for the construction of Route 10, Section 1-C, known as Parcel #3 from W. Scott, for the consideration of $25.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property known as Parcel #3, Route 10, Section 1-C, from W. Scott for the consideration of $25.00.

Right of Way, Route 8, Section 4-A

State Highway Engineer Sloan reported that Mr. Frank Schulster, owner of Parcel #5 on Route 8, Section 4-A, had refused an offer of $1,000.00 which was deemed fair. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an offer be made to Mr. Schulster of $1,000.00 and in the event of his failure to accept, that action be taken in accordance with the following condemnation resolution:

RESOLVED, that this Commission hereby determined to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 8, Section 4-A, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #5

Beginning at the intersection of the west property line of Frank Schulster property and the south Right of Way line of State Highway Route 8, Section 4-A, and running (1) N 54 degrees 42' 00" E a distance of 8.44', thence (2) S 23 degrees 53' 13" E a distance of 83.73', thence (3) S 79 degrees 42' 00" W a distance of 2.25' to the Right of Way line of said highway, thence (4) running along the Right of Way line of said highway, on a curve to the left, whose radius is 445.34', a distance of 81.78' to the point of beginning. The amount of land hereby conveyed being .008 acres as shown on map entitled Parcel #5, N.J.S.H.D. - Route 8, Section 4-A.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route 8, Section 4-A

State Highway Engineer Sloan reported that Mr. F. R. Casterline, owner of Parcel #1, Route 8, Section 4, and parcel #9, Route 8, Section 4-A, had refused a reasonable offer of $50.00 for property taken. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $50.00 be made Mr. Casterline for Parcel #1 on Route 8, Section 4, and Parcel #9 on Route 8, Section 4-A, and in the event of his refusal that condemnation proceedings be instituted.

AUG 1 4 1923

Right of Way, Route 16, Section 5 ✓

The State Highway Engineer reported that Azniv Maniguian owner of Parcel #21 on Route 16, Section 5, has persistently refused to sign any papers on account of some grievance, and has refused a reasonable offer of $425.00 for his property. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the offer of $425.00 to Azniv Maniguian, owner of Parcel #21, on Route 16, Section 5, and in the event that the same is refused that condemnation proceedings be instituted in accordance with the following resolution of condemnation:

RESOLVED, that this Commission hereby determined to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 5, Section 10, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #21

Beginning at a point where the existing center line of the New Amwell Road is intersected by the proposed new southerly Right of Way line of State Highway Route 16, Section 5, said point being thirty-three feet (33') distant from, measured at right angles to the proposed new center line of said Route 16, Section 5, at Station 249 plus 10.01 as shown on a plan attached hereto entitled "New Jersey State Highway Department, Route 16, Section 5. Property to be acquired from Azniv Maniguian, Hillsboro Township, Somerset County. Scale 1"=50'; May, 1923"; thence (1) along the said proposed new southerly right of way line, south sixty-five degrees one minute fifty seconds west (S°-01'-50"W) a distance of seven hundred eight and eighty-four one-hundredths feet (708.84') to a point in the same, said point being thirty-three feet (33') distant from, measured at right angles to the proposed center line of said Route 16, Section 5, at a point of curvature, station 256 plus 18.85; thence (2) along the proposed new southeasterly right of way line on a curve to the left with a radius of nine hundred twenty-two and thirty-seven one-hundredths feet (922.37') parallel to the thirty-three feet (33') distant from the said proposed new center line, a distance of seven hundred and twenty-eight one hundredths feet (700.28') to a point in the same, said point being thirty-three feet (33') distance from, measured at right angles to the said proposed new center line at a point of tangency, station 263 plus 44.18; thence (3) along the proposed new easterly right of way line south twenty-one degrees thirty-one minutes fifty seconds west (S-21°-31'-50"W) a distance of one thousand twenty-four and thirteen one-hundredths feet (1024.13') to a point in the existing center line of the road leading from Somerville to Princeton; said point being thirty-three feet (33') distant from, measured at right angles to the said proposed new center line of Route 16, Section 5, at station 273 plus 68.31; thence (4) along the said existing center line north six degrees forty-two minutes east (N6°-42' E) a distance of forty-four and two one-hundredths feet (44.02') to a point in the line of lands between the said Azniv Maniguian and Lynn E. Greenwood; thence (5) along the said line of lands north seventy-two degrees forty-three minutes west (N 72°-43'W) a distance of fifty-four and eighty-nine one-hundredths feet (54.89') to a point in the proposed new westerly right of way line of Route 16, Section 5, said point being thirty-three feet (33') distant from, measured at right angles to the proposed new center line at station 273 plus 23.82; thence (6) along the said proposed new westerly right of way line north twenty-one degrees thirty-one minutes fifty seconds east (N 21°-31'-50" E) a distance of nine hundred eighty-five and sixty-four one-hundredths feet (985.64') to a point in the same, said point being thirty-three feet (33') distant from, measured at right angles to the proposed new center line at a point of tangency, station 263 plus 44.18; thence (7) still along the same on a curve to the right with a radius of nine hundred eighty-eight and thirty-seven one-hundredths feet (988.37'), parallel to and thirty-three feet (33') distant from the proposed new center line, a distance of one-hundred nineteen and eighty-two one-hundredths feet (119.82') to a point in the same, said point being thirty-three feet (33') distant from, measured radially from the proposed new center line at station 262 plus 28.46; thence (8) on a curve to the left with a radius of one hundred fifty feet (150') a distance of three hundred two and eighty-eight one-hundredths feet (302.88') to a point in the existing southerly right of way line of the new Amwell Road; thence (9) north two degrees forty-seven minutes east (N 2°-47' E) a distance of sexteen and one-half feet (16.5') to a point in the existing center line of the New Amwell Road; thence (10) along the said existing center line south eighty-seven degrees thirteen minutes east (S 87°-13' E) a distance of two hundred thirteen and eighty-eight one-hundredths feet (213.88') to an angle point in the same; thence (11) still along the same north sixty-five degrees twelve minutes east (N 65°-12' E) a distance of one thousand fifty-nine and ninety-six one-hundredths feet (1059.96') to an angle point in the same; thence (12) still along the same south eighty-three degrees thirty-eight minutes East (S 83°- 38' E) a distance of seventy and thirty-six one-hundredths feet (70.36') to the point and place of beginning, all bearings being from true meridian; containing two and nine hundred nineyt-six one-thousandths (2.996) acres, be the same more or less, exclusive of the existing roadway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route 16, Section 6 Parcel 23 ✓

State Highway Engineer Sloan reported to the Commission that Matthew H. & Mary A. Nelson had refused to accept $427.00 for parcel #23 on Route 16, Section 6. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the offer of $427.00 to Matthew H. & Mary A. Nelson owners of Parcel #23 on Route 16, Section 5, and in the event that same is refused, that condemnation proceedings be instituted in accordance with the following resolution of condemnation:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 16, Section 5, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #23

Beginning at a point where the line of lands between Matthew H. & Mary A. Nelson and Frieda M. & Edward Robertson is intersected by the proposed new easterly right of way line of State Highway Route 16, Section 5, said point being thirty-three feet (33') distant from, measured at right angles to the proposed new center line at Station 285 plus 93, as shown on a plan entitled "New Jersey Highway Department, Route 16, Section 5, property to be acquired from Matthew H. & Mary A. Nelson, Hillsboro Township, Somerset County, Scale 1"=50', May 1923"; thence (1) along the said line of lands North eighty-three degrees, twelve minutes West (N 83°-12' W) a distance of thirty-six and five-tenths feet (36.5') to a point in the existing center line of the road leading from Wood's Tavern to Belle Mead; thence (2) along the said existing center line North sixteen degrees fifty-three minutes East (N 16°-53' E) a distance of nine hundred thirty-two feet (932.0') to a point in the same; thence (3) South seventy-three degrees seven minutes East (S 73°-07' E) a distance of sixteen and five-tenths feet (16.5') to a point in the existing easterly side line of said road; thence (4) along the said existing easterly side line in a northeasterly direction on a curve to the right with a radius of one hundred fifty-eight and ninety-seven one-hundredths feet (158.97') a distance of sixty-seven and one-tenth (67.10') feet to a point in the same; thence (5) still along the same North forty-one degrees four minutes East (N 41°-04' E) a distance of one hundred forty-four feet (144.0') to a point in the existing center line of the old Amwell Road, thence (6) along the said existing center line South eighty degrees twelve minutes East (S 80°-12'E) a distance of fifty-one and forty-three one-hundredths feet (51.43') to a point in the same; thence (7) South nine degrees forty-eight minutes West (S 9°-48' W) a distance of twenty and ninety-eight one-hundredths feet (20.98') to a point; thence (8) southwesterly on a curve to the left with a radius of thirty feet (30') a distance of forty and ninety-eight one-hundredths feet (40.98') to a point in the proposed new easterly right of way line of said Route 16, Section 5, said point being thirty-three feet (33') distant from, measured at right angles to the proposed new center line at station 275 plus 07; thence (9) along the said proposed new easterly right of way line South twenty-one degrees thirty-one minutes fifty seconds West (S 21°-31'-50"W) a distance of nine hundred thirty-nine and twenty-one one-hundredths feet (939.21') to a point in the same, said point being thirty-three feet (33.0') distant from, measured at right angles to the proposed new center line at a point of curvature, Station 284 plus 46.21; thence (10) still along the same on a curve to the left with a radius of thirteen hundred ninety-nine and sixty-nine one-hundredths feet (1399.69') parallel to and thirty-three feet (33') distant from the proposed new center line, a distance of one hundred dive and five one-hundredths feet (105.05') to a point in the same, said point being thirty-three feet (33') distant from , measured at right angles to the proposed new center line at a point of tangency, Station 285 plus 53.73; thence (11) still along the same South seventeen degrees thirteen minutes fifty seconds West (S 17°-13'-50" W) a distance of thirty-nine and twenty-seven one-hundredths feet (39.27') to a point and place of beginning, all bearings being from true meridian; containing one and three hundred eighty-four one-thousandths (1.384) acres, be the same more or less, exclusive of the existing roadway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route 5, Section 6,
Extension of Time.

State Highway Engineer Sloan recommended to the Commission approval of extension of time to September 25, 1923 to J. S. Geiger's Sons, contractors on Route 5, Section 6, Speedwell Ave., Morristown, this extension being justified due to delays in installing track material by the Morris County Traction Company. The Secretary explained that Mr. J. S. Geiger was present and desired a hearing in connection with this extension. On motion duly seconded the hearing was granted. Mr. Geiger appeared before the Commission and explained in detail the difficulties encountered in the progress of this work on Route 5, Section 6, stating that it was his idea to have this work entirely completed before the end of the past construction season but innumerable delays not due to his own work made it necessary for an extension of time to the month of September before final completion. On motion by Mr. Jelin seconded by Mr. Stewart, the State Highway Engineer and authorized an extension of time on Route 5, Section 6, to September 25, 1923.

Route 9, Section 7-A,
Extension of Time.

On recommendation of the State Highway Engineer, Mr. Jelin moved for an approval of extension of time of the New Jersey Construction Company on Route 9, Section 7-A, from July 18th to July 24th, 1923, the work having been completed on that date, said extension having been approved by the County of Somerset. This was seconded and adopted.

Routes 1 & 13, Connecting Link,
New Brunswick.

Chairman Scott reported an inspection of Routes 1 and 13, connecting links known as Albany and French Streets, New Brunswick, and he advised that this work was in satisfactory condition for acceptance by the State. Commissioner Jelin moved that final payment of the State's share of this work be approved. This was seconded by Mr. Stewart and adopted.

Detour - Route 2, Section 5.

Commissioner Kidde reported that in company with General Scott a tour of inspection was made of Burlington County roads on Thursday, August 9, 1923, and they were very much impressed with the construction work being done by Burlington County. He further stated that he would recommend that the State Highway Commission assist, as soon as possible, in the improvement of a cut-off between Bordentown and Route 1, known as the Mile Hollow Road, which would permit of through traffic proceeding from Route 2 to Route 1, without passing through Trenton. Commissioner Kidde moved that this route be placed on the priority list for construction from excess Motor Vehicle funds. This was seconded and adopted. Commissioner Kidde further suggested that it may be possible for the State Highway Engineer to work out some plan whereby the State Highway Commission could furnish the material and the Department of Institutions and Agencies furnish inmate labor for this work.

Detour, Route 1, Section 12.

The State Highway Engineer presented to the Commission a report on conditions existing in the Borough of Roselle Park relative to traffic officers required to handle traffic on detour through the Borough. This report advised that he believed, inasmuch as the State Highway Commission has no police powers, it cannot delegate such power to employees to be placed in municipalities to act as traffic officers. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a communication be forwarded to the Mayor of the Borough of Roselle Park advising that there is no provision in the Budget of the State Highway Commission for the payment of traffic officers, nor has the State Highway Commission been vested with police powers, and further suggesting that the State Highway Commission would advise the municipality to call upon the State Police for such assistance as they may be able to give.

Laurelton-Allen Osborn Road, Brick Township, Ocean County

The State Highway Engineer presented a force account agreement from Brick Township, Ocean County, covering work to be done on Laurelton-Allen Osborn Road, on which the State's share was not to exceed $4,500.00, and the Township's share was $1,500.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission, on recommendation of the State Highway Engineer, approved the Township Aid force account agreement for the Laurelton-Allen Osborn Road, Brick Township, Ocean County.

Width of Township Roads

State Highway Engineer Sloan resubmitted to the Commission for their consideration, the matter of minimum width of Township roads, in which he recommended that the rule as adopted by the former State Highway Commission, limiting the minimum width for Township roads to sixteen feet in cases where State Aid is used, be rescinded, and that each request for aid on Township roads be considered as to width in connection with the traffic, and where conditions will justify the construction of a nine foot width, that the same be authorized. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that any former action concerning the width of Township roads be rescinded and that, as recommended by the State Highway Engineer, the width to be paved on Township roads be considered in connection with traffic carried thereon.

Motor Truck Scales

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Maintenance covering the installation of additional scales for the proper apprehension of over-loaded trucks on the highways. This report outlined for the Commission the location of the present scales and the results obtained through the Motor Vehicle Commissioner upon the scales as located, in which it was recommended that additional scales be placed:

(1) Paterson Plank Road near Homestead

(2) On Route 6, at a point near Big Timber Creek Bridge

(3) On Route 1, between Highland Park and Metuchen

(4) On Route 1, on the Lincoln Highway between the Passaic and Hackensack Rivers.

(5) On Route 4, at some point near South Amboy

(6) On Route 1, at some point near South Amboy.

The estimated cost of the installation of these scales was placed at $3,600.00 each. State Highway Engineer Sloan recommended to the Commission that approval be given for the installation of these six additional scales at this time. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed the installation of six additional scales in accordance with the report of the Superintendent of Maintenance, these scales to be purchased by advertising for same and to include proper covers and gates for their protection. Commissioner Stewart suggested that, in the event additional scales are required, that one be placed on Route 9 in the vicinity of Bound Brook.

Route No. 11.

State Highway Engineer Sloan presented to the Commission a report on the status of Route 11 on which he had been directed to make a report looking toward the taking over of this route by the State Highway Commission. He advised the Commission that, in view of the conditions existing on Route 11, which would require very early reconstruction by the State, he would not personally recommend the taking over of this route by the State at this time. Commissioner Kidde informed the Commissioners that he believed that when the Essex County delegation was present at the last meeting they were practically assured that the Commission would favorably consider the taking over of Route 11 as soon as a report was presented by the State Highway Engineer and he believed that in view of the fact that the State cannot expend its bond issue funds for this improvement, the County of Essex was satisfied to have it taken over for maintenance only by the State. He further stated, in view of the fact that Essex County has such a small amount of State Highway mileage within its boundaries, it should be treated with favor by the State Highway Commission. Commissioner Jelin moved that the State Highway Commission arrange for the taking over of Route 11 effective October 1, 1923, and offered the following resolution:

RESOLUTION

WHEREAS, by Chapter 14 of the Laws of 1917, there was defined State Highway Route 11, extending from Newark to Paterson, and

WHEREAS, by Chapter 190 of the Laws of 1923, the said State Highway Route 11 was redefined as extending from Newark to Paterson by way of Belleville, Nutley and Passaic, and

WHEREAS, a public hearing has been held in accordance with the statute preliminary to the taking over of said route as a State highway.

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission does hereby take over as a State highway for future maintenance and repair, effective October 1st, 1923, in accordance with the provisions of Section 3, Chapter 14, Laws of 1917, the sections of the said State Highway Route 11, lying outside of municipalities, the population of which exceeds 16,000 as follows:

"Beginning at the line between the City of Newark and Town of Belleville, and extending in a general northerly direction on and along Washington Avenue through the Town of Belleville and Town of Nutley to the line between the Counties of Essex and Passaic, which is also the city line of the City of Clifton.

"Beginning again at the line between the City of Clifton and the Town of Nutley, and extending in a general westerly direction on and along Kingsland Road to Cathedral Avenue, thence along Cathedral Avenue in a general northerly direction to the line between the Town of Nutley and City of Clifton,"and

BE IT FURTHER RESOLVED, that there shall be prepared a detailed description showing courses and distances which shall be forwarded to the governing bodies of the County of Essex, Town of Belleville and Town of Nutley.

This was seconded by Mr. Kidde and unanimously adopted.

Motor Vehicle Repairs, Sussex County

State Highway Engineer Sloan presented a report on the request of Sussex County for the use of $12,500.00 remaining in the 1922 Motor Vehicle Account against 1922 repairs, and for a similar amount to be applied from the 1923 Motor Vehicle Account on work under Chapter 10, P.L. 1919, and he recommended the passage of proper resolutions covering these items. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

WHEREAS, permission was granted by the State Highway Commission to Sussex County in 1922 for the reconstruction of certain roads in Sussex County under the provisions of Chapter 10 of the Laws of 1919, known as the Bond Retirement from Motor Vehicle Fund plan, and

WHEREAS, it was not possible to proceed with the said work at that time, and therefore, payments on said account have not as yet been necessary to be made.

NOW, THEREFORE, BE IT RESOLVED that the action as heretofore taken be rescinded, and

BE IT FURTHER RESOLVED that permission is hereby granted to Sussex County to construct the roads known as Branchville-Dingman's Road, Section 2 - one mile, and Ross' Corner-Sussex Road, Section 1-D - 1.3 miles, under the provisions of the said Chapter 10, Laws of 1919, the State Highway Commission to permit the use of Motor Vehicle moneys for the retirement of the State's share of the bonds and interest thereon, and

BE IT FURTHER RESOLVED that the bonds to be issued by the County shall be for a term not exceeding 5 years and that the State's share to be used toward the payment of the principal and interest on said bonds shall not exceed 50% of the cost thereof in any one year; nor shall the amount paid by the State for such purpose in any one year exceed the amount of $12,500.00, said amount to come from the regular Motor Vehicle apportionment to Sussex County when available.

Route 5, Section 12, Netcong-Canal Culvert Section

State Highway Engineer Sloan reported to the Commission that, in order to secure Federal Aid for the grading of Route 5, Section 12, Netcong-Canal Culvert Section, it will be necessary to adopt a resolution advising the Federal Government that the State Highway Commission will complete this construction with an adequate type of pavement as soon as practicable. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> WHEREAS the plans and specifications for Route 5, Section 12, Netcong to Canal Culvert Section, known as Federal Aid Project 49, to be submitted to the Bureau of Public Roads for approval, provide for grading and drainage only in order to permit proper settlement prioe to the construction of a pavement thereon,
>
> NOW, THEREFORE, BE IT RESOLVED that the Federal Government be assured that the State Highway Commission will complete this section by the construction of an adequate type of pavement as soon as is practicable after the settlement of the fills.

Morris Canal Bridges

Commissioner Kidde called the attention of the Commission to the fact that the time was approaching when consideration must be given to the matter of disposition of bridges over the abandoned Morris Canal. State Highway Engineer Sloan informed the Commission that investigation was already being made of the condition of these bridges and will be reported on as soon as completed.

Hainsburg-Columbia Road, Warren Co.

State Highway Engineer Sloan presented to the Commission plans and proposal sheet for the grading and drainage of the Hainsburg-Columbia Road, Warren County, Federal Aid Project 52, and recommended that same be approved by the Commission in order that they may be forwarded to the Federal Government. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the plans and specifications for the grading and drainage of the Hainsburg-Columbia Road, Warren County, and authorized the Chairman to sign the necessary papers on behalf of the Commission.

Jackson's Mills-Imlaystown Road, Ocean County ✓

On recommendation of the State Highway Engineer, Mr. Kidde moved that an extension of time to September 1, 1923, be approved for Jackson's Mills-Imlaystown Road, Ocean County, State Aid work. This was seconded by Mr. Jelin and adopted.

Cohansey-Husted Station Road, Cumberland County ✓

On recommendation of the State Highway Engineer, Mr. Jelin moved that an extension of time to July 15, 1923, be approved on the Cohansey-Husted Station Road, Cumberland County,State Aid work. This was seconded by Mr. Kidde and adopted.

Landis Ave., Section 1, Cumberland Co. ✓

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an extension of time to July 15th, 1923, be approved for Landis Ave., Section 1, Cumberland County, Motor Vehicle Aid work. This was seconded and adopted.

Laurel Avenue, Essex County ✓

On recommendation of the State Highway Engineer, Mr. Jelin moved that approval be given to an extension of time of twenty working days on the contract for the construction of Laurel Ave., Essex County, work being done by State Aid. This was seconded by Mr. Stewart and adopted.

Jackson's Mills-Imlaystown Road. ✓

State Highway Engineer Sloan reported the completion and recommended the acceptance of the Jackson's Mills-Imlaystown Road, Ocean County,work having been done with State Aid. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the recommendation of the State Highway Engineer and ordered the acceptance and final payment on the Jackson's Mills-Imlaystown Road, Ocean County.

Springfield Ave., New Providence, Union County ✓

State Highway Engineer Sloan reported that in accordance with instructions given at previous meeting of the Commission, he had investigated the specifications and bids for Springfield Ave., New Providence, Union County, and he would recommend approval of award of contract as submitted by Union County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Union County for Springfield Ave., New Providence, Union County, work to be done from Motor Vehicle account.

New Lisbon-Four Mile Road

Commissioner Jelin reported that he had received a request from the Attorney for Mr. A. J. Milmoe, contractor on the New Lisbon-Four Mile Road, requesting a further hearing relative to the final adjustments allowed on this contract, and he moved that a hearing be granted at the next meeting. This was seconded and adopted.

Phillipsburg-Belvidere Road,
Section 1.

State Highway Engineer Sloan reported to the Commission that a slight change was necessary in the resolution allowing Warren County to proceed with the construction of the Phillipsburg-Belvidere Road, Section 1, Warren County, under Federal Aid, this change being in the first paragraph by eliminating the words "the northerly borough line of" and substituting therefore "State Highway Route 12 in." On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission authorized the change as recommended.

Cumberland County, Motor Vehicle
Repair Schedule.

State Highway Engineer Sloan presented to the Commission the Motor Vehicle Repair Schedule of Cumberland County, same having been delayed in transmission, due to the fact that Cumberland County had expected to receive additional aid from the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the Motor Vehicle Schedule of Repairs as submitted by Cumberland County and authorized the Chairman to sign the same on behalf of the Commission.

Newton Avenue, Boro of Sussex,
Sussex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved that the Commission approve the contract for Newton Ave., Borough of Sussex, Sussex County, work being done from Motor Vehicle account. This was seconded by Mr. Stewart and adopted.

Distribution-Township Aid Account

Commissioner Kidde requested that at the next meeting the balance remaining to be distributed to counties from the Township Aid Account be taken up for consideration.

Swainton-Goshen Road, Cape May County

On recommendation of the State Highway Engineer, Commissioner Kidde moved that approval be given to the final statement of cost and payment made on the Swainton-Goshen Road, Middle Township, Cape May County, work having been done by force account from the Township Aid funds. This was seconded by Mr. Stewart and adopted.

Mt. Lucas Road, Princeton Township, Mercer County

On recommendation of the State Highway Engineer, Commissioner Jelin moved that approval be given to the award of contracts by Princeton Township, in Mercer County, for the construction of Mt. Lucas Road at an estimated cost of $17,000.00, work being done from the Township Aid Account funds already set up. This was seconded by Mr. Biddle and adopted.

Employments

State Highway Engineer Sloan presented to the Commission a report on employments made by him since the last meeting of the Commission. On motion by Mr. Biddle, seconded by Mr. Stewart, the State Highway Commission approved the following employments as recommended by the State Highway Engineer:

Aug. 15, 1923	Jas. P. Casey	Cost Clerk	$ 90.00	per mo.
" 16	B. M. Adams	Bridge Attendant	90.00	
" 16	Arlington Wilson	" "	30.00	
" 16	Jas. Bradley	" "	75.00	
" 20	T. E. Kavanaugh	" Inspector	165.00	
" 16	S. S. Everett	Gar. Asst.	.45	per hour
" 16	C. H. Platt	" "	.45	
" 16	Carmice Lafalce	" "	.45	
July 31	F. W. Grady	Inspector	125.00	per mo.
Aug. 13	F. A. Ryan	Sr. Clk. Sten.	115.00	
" 8	Walter H. Overs	Gravel Patrol	90.00	
" 8	Percy Hickman	" "	85.00	
" 14	Walter C. Crossley	Rodman	90.00	
" 16	Ervin Cramer	Gravel Patrol	85.00	
" 16	Bert. Carter	" "	85.00	
" 20	Wm. J. Berryman	Jr. Inspector	125.00	
" 20	Meyer Trefenban	" "	125.00	
" 20	C. A. Oliver	" "	125.00	
" 20	J. V. McGovern	" "	125.00	
" 20	J. F. Reilly	" "	125.00	
" 20	G. C. White	" "	125.00	
" 20	C. A. Johnson	" "	125.00	
" 20	J. F. Jones	" "	125.00	
" 20	J. E. Taller	" "	125.00	
" 20	J. S. Sullivan	" "	125.00	
" 1	Maskill Paxon	Mot. Tr. Dr.	.45	per hour
" 7	Andrew Maroschen	Mechanic	.60	
" 1	Jas. Eldredge	Mot. Tr. Dr.	.45	
" 1	Harry Fisk	" " "	.40	
" 7	Samuel Williams	Mechanic	.60	
" 4	Thos. Hand	Mot. Tr. Dr.	.45	
" 1	Wilson Jones	" " "	.40	

Highway Exhibit-Inter-State Fair

The Secretary called the attention of the Commission to the fact that Mr. Gage, Division Head in charge of the Laboratory, had inquired whether the Commission desired to consider the matter of arranging for an exhibit of State Highway material and work at the 1923 Inter-State Fair at Trenton. The Commission ordered the matter held in abeyance without taking any action thereon.

Right of Way,
Route 5, Section 8-A

State Highway Engineer Sloan reported to the Commission that in connection with the acquisition of property needed on Route 5, Section 8-A, at the Great Meadows grade crossing, arrangements were made with Lewis Merrill, owner of Parcel 9, for the purchase of his property for the sum of $1,000.00 and the moving of a house, but that he would recommend to the Commission that an offer be made to the owner of the sum of $1,500.00, which will include the property and moving of the house by the owner. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission authorized the purchase of Parcel #9, Route 5, Section 8-A, from Lewis Merrill for the consideration of $1,500.00, which will include the purchase price of his land and the cost of moving the house by the owner, or institute condemnation proceedings if not accepted.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 5, Section 10, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 4

Beginning at the point of intersection of the southerly line of Ninth Avenue with the easterly line of River Avenue, and running

Thence (1) south sixty-seven degrees, twenty-four minutes and thirty seconds east, seven feet and fifty-four one-hundredths of a foot (7.54') along said southerly line of Ninth Avenue to a point, said point being distant twenty-five feet (25') measured radially, from the new center line of State Highway Route 4;

Thence (2) in a southwesterly direction along the arc of a circle to the left of one-thousand, eight hundred and eighty-five feet and eight one-hundredths of a feet (1885.08') radius, and concentric with the said center line of State Highway, one hundred and twenty-two feet and twenty-seven hundredths of a foot (122.27') to a point, said point being on a radius drawn thru the point of curve of new center line of State Highway at Station 191 plus 76.05;

Thence (3) south thirty-two degrees, thirty-eight minutes west, thirty feet and eighty-five one-hundredths of a foot (30.85') from said new center line of State Highway to a point in the division line between the properties of Fred M. Davison and the Arthur M. D. Carpenter Estate;

Thence (4) north sixty-seven degrees, twenty-four minutes and thirty seconds west, eleven feet and ninety-one ond hundredths of a foot (11.91') along said division line to a point in the aforementioned easterly line of River Avenue;

Thence (5) north thirty-five degrees, forty-two minutes and forty seconds east, one hundred and fifty-four feet and two one hundredths of a foot (154.02') along said easterly line of River Avenue to the point or place of beginning, being a part of lot 1765 as shown on the map of Boro of Belmar, made by Clyde Potts in 1915.

CONTAINING three one hundredths of a acre (0.03A) more or less.

It being the intention of the grantor to convey to the State of New Jersey all that portion of his land included between the easterly line of River Avenue and a line drawn parallel to and twenty-five feet (25') distant easterly from the new center line of State Highway Route 4, between the southerly line of Ninth Avenue and the division line between the properties of Fred M. Davison and the Arthur M.D.Carpenter Estate, as shown on map entitled "New Jersey State Highway Department, Section of Route 4, property to be acquired from Fred M. Davison, Boro of Belmar, Monmouth County, N.J. Scale 1"-50', revised June 1923."

Together with all the right, title and interest the party of the first part may have in River Ave. and Ninth Ave. adjoining the above described premises.

RESOLVED, that this Commission hereby determines to acquire the above property, and

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route 16, Section 5.

State Highway Engineer Sloan presented with his recommendations purchase agreement for Parcel #9, Route 16, Section 5, from George M. and Grace DeHart Greene for the consideration of $100.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #9 on Route 16, Section 5, from George M. and Grace DeHart Greene, for the consideration of $100.00.

Right of Way, Route 9, Section 10.

State Highway Engineer Sloan presented with his recommendation for approval, purchase agreement for Parcel #1, from the Pierce Estates Inc., required for construction of Route 9, Section 10, the cost being $100.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the purchase of Parcel #1, Route 9, Section 10, from the Pierce Estates, Inc., for the consideration of $100.00.

Right of Way, Route 16, Section 5.

State Highway Engineer Sloan presented purchase agreements with his recommendation for Parcel #3, Route 16, Section 5, from Margaretha Ebert, Executrix of the Ernestine Wagner Estate, for the consideration of $1.00. On motion of Mr. Jelin, seconded by Mr. Stewart, the Commission approved the purchase of Parcel #3, Route 16, Section 5, from Margaretha Ebert, Executrix of the Ernestine Wagner Estate, for the consideration of $1.00.

Route 5, Section 9,
Barkers Corner-Hackettstown.

State Highway Engineer Sloan reported to the Commission that he had investigated the request for an extension of time as made by the Globe Indemnity Company, Surety for Frank J. Groman & Sons, contractors on Route 5, Section 9, Barkers Corner-Hackettstown Section, for 120 working days, and he recommended to the Commission that no extension be granted on this contract. On motion of Mr. Kidde, seconded by Mr. Jelin, the Commission approved the recommendation of the State Highway Engineer and denied an extension of time on Route 5, Section 9, Barkers Corner-Hackettstown Section.

Maintenance Division Work-Status.

The Secretary reported that, in accordance with request made, Mr. Muir, Superintendent of Maintenance, was present to report on the work done by the Maintenance Division. Commissioner Kidde inquired of Mr. Muir as to how far advanced the work of the Maintenance Department was at this time, and Mr. Muir stated that he could see very clearly the end of the heavy maintenance work within two weeks, and upon inquiry as to his funds, Mr. Muir stated that he believed from his last report that the work of the Maintenance Division during this year would be accomplished within the amount set up by the Department from the Motor Vehicle Account. Mr. Muir further advised as to the progress being made on the application of Lignin Binder to the gravel roads and stated that this work was ahead of its schedule.

Tree Planting Along Highways

Commissioner Kidde inquired as to what progress might be made with regard to the tree-planting experiment along state highways, and suggested that the Secretary communicate with Mr. Wilbur of the Department of Conservation and Development, requesting that a report be presented to the Commission in the immediate future covering this matter. Mr. Muir stated to the Commission that he would urge extreme caution and care with reference to the type of tree and location along the highways, since he has found that where trees are planted close to underdrainage work, there is a tendency for the roots to be drawn into the drains,causing them to clog.

On motion by Commissioner Kidde, seconded by Commissioner Jelin, the Commission adjourned at 5:45 P.M. to meet in regular session on Tuesday, August 21, 1923.

Respectfully submitted,

A. LEE GROVER, Secretary.

MINUTES OF MEETING - AUGUST 21, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, August 21, 1923. The meeting was called to order at 10.30 A.M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

New Lisbon-Four Mile Road.

The Secretary advised the Commission that Mr. Jacob L. Newman, Attorney for A. J. Milmoe, contractor on the New Lisbon-Four Mile Road, Burlington County, was present and desired a hearing relative to the claims filed by his clients for extra items due on account of their contract. On motion duly seconded, the hearing was granted. Mr. Newman appeared together with Mr. Milmoe and Mr. Allworth and presented to the Commission a complete review of the conditions existing with reference to the New Lisbon-Four Mile Road. He pleaded that the State Highway Commission give consideration to the fact that his clients were compelled to go to considerable expense in order to secure adequate gravel for this work; this being done in view of the fact that the specifications informed them that "Gravel may be obtained from State property." He stated that the Engineering Department of the old Commission had directed the contractors to obtain gravel from the Staffordsville pits, which necessitated a payment for the gravel, together with a freight charge for hauling and spreading. He suggested that the Commission consider seriously the payment to the contractors of the amount due on account of the Staffordsville gravel purchased in addition to the allowance already made for freight in bringing this gravel to the job. Contractor Milmoe recited for the Commission the conditions encountered in the work, and stated that due to the fact that the gravel as obtained in the vicinity of the work was not sufficient either in quantity or binder, the work had to be done over and over again with the result he estimated the loss on the work to his firm to be nearly $50,000. Mr. Allworth advised that at a previous session of the former Highway Board the claim for payment for the Staffordsville gravel was presented and the information given him by the Secretary was that the Commission had approved his claim, but that it would not be considered until after the entire work was completed. Secretary Grover corrected this impression by advising that the former Highway Commission had made no efforts to settle this matter, but had directed that the Contractor complete his entire work before presenting any claims. After further consideration of the matter Commissioner Jelin moved that action on this matter be deferred until after a conference by the Commissioners. This was seconded and adopted.

Right of way

Shaver Property, Rt.#10,Sec. 1A.

The Secretary reported that a tentative request for a hearing had been made by Mrs. Caroline E. Shaver with reference to the condemnation of her property on Route #10, Section #1A, but that she had not appeared.

Route #1 Extension; Vehicular Tunnel Entrance.

The Secretary presented a communication from the Inter-State Bridge & Tunnel Commission, transmitting a copy of the opinion of the Attorney for that Board, concerning the beginning point of the Vehicular Tunnel between New York and Jersey City, in which opinion was rendered that the entrance to the Vehicular Tunnel is at that point where the authority of Jersey City ends and the authority of the State as represented by the Tunnel Commission begins, which is, in his opinion, "the point between Grove and Provost Streets at 12th Street, Jersey City, where it is designed by the Tunnel authority to assume entire control of the traffic entering the tunnel and that the entrace or exit of the tunnel at 14th Street is that point between Henderson and Provost Streets where the traffic shall be released from the control of the Commission authority." Commissioner Stewart voiced his opinion that this represented merely an interpretation of the meaning of the word "Entrance" as applied to the

Vehicular Tunnel, and moved that the communication, together with the opinion as received, be placed in the files for further consideration, and that the following reply be forwarded to the New Jersey Inter-State Bridge and Tunnel Commission:-

Re: Route #1, Extension,
Vehicular Tunnel Entrance.

New Jersey Inter-State Bridge & Tunnel Comm.,
Mr. James F. Dolan, Secretary,
Hall of Records,
New York City.

Gentlemen:-

I am directed by the State Highway Commission to acknowledge your communication under date of August 7th, 1923, inclosing therewith a copy of an opinion concerning the matter of the entrance to the Hudson River Vehicular Tunnel rendered by Deputy Attorney General Emerson Richards, as presented to the New Jersey Inter-State Bridge & Tunnel Commission. Your communication and the opinion therewith were ordered received and placed in our files.

I am further directed to advise you that there was forwarded to your Commissioner Robert S. Sinclair a copy of action taken by the State Highway Commission covering the case in point, and in view of the apparent conflict in the opinions, the State Highway Commission has expressed a desire to give the matter further consideration.

Furthermore, I am directed to inform you that your construction of the matter seems to be at variance with the economics of the situation, and if correct the Legislature may wish to clarify the same.

Very truly yours,

A. LEE GROVER,

Secretary.

This was seconded by Mr. Jelin and adopted.

Tree Planting.

The Secretary presented a communication from Mr. C. P. Wilbur, State Forestre of the Department of Conservation & Development, advising that in regard to the inquiry of the Commission concerning tree planting, the present planting season is passed and would recommend that planting proposed be delayed until next Spring, at which time he will get in touch with the State Highway Department. On motion, duly seconded, the State Highway Commission ordered the communication received and placed on file.

Route #18.

The Secretary presented a communication from Major W. A. Welsh, General Manager of the Palisade Inter-State Park, advising that a blue-print copy showing the alignment of the proposed change of highway through the property of the Palisade Inter-State Park Commission at Green Brook Park in the Borough of Alpine and Tenafly was being forwarded. He further advised that he had the assurance of the Borough of Tenafly that they will abandon the road needed for the new line, at their next regular meeting. Commissioner Kidde suggested that before any definite action was taken looking toward the taking over of Route #18, some competent employee of the Department with legal knowledge of the procedure be delegated to look into all of the matters connecting the work through the various municipalities in Bergen County. Secretary Grover informed the Commission that the Attorney General had ruled that the State Highway Department in taking over any road, was not concerned in the abandonment of any lines by the local municipalities. Commissioner Kidde stated that he and General Scott in going over the line of Route #18, found that by moving the road a short distance it could be placed near the Palisades, thus creating a very magnificent view of the Palisades and New York. On motion, duly seconded, the communication was ordered received and placed on file for the time being.

Mercer County Road Inspection.

The Secretary presented an invitation from the Board of Freeholders of Mercer County inviting the Commission to participate in an inspection of the highways of Mercer County with the Board of Freeholders. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to accept the invitation extended by Mercer County and to arrange for a date suitable to all.

Long Valley Hunterdon County
Line Road, Morris County.

The Secretary reported that he had received a telephone communication from the Director of the Morris County Board of Freeholders requesting the Commission to transfer the State Aid of $25,000 as set aside for the East Main Street Boonton work to the Long Valley Hunterdon County Line Road. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary inform the Director of the Morris County Board of Freeholders that the Commission would ask for a written request from the Board of Freeholders of Morris County giving full details of the proposition before any action could be taken.

Township Aid, Franklin Twp. Bergen Co.

The Secretary presented a telegram received from the Cedar Hill Improvement Association of Bergen County, New Jersey, protesting against the appropriation of $12,000 for the building of a road on Crescent Avenue in Franklin Township. On motion duly seconded, the telegram was ordered received and placed on file for consideration when Township Aid requests of Bergen County were disposed of.

MAPS

The Secretary presented a communication from the New Jersey Automobile and Motor Club requesting the Commission to furnish them with 3,500 maps for distribution among its members. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary forward one thousand road maps to the New Jersey Automobile and Motor Club with the statement that if it was proposed to mail maps to each member, the balance of the request would be forthcoming.

Hackensack River Bridge, Route #1.

The Secretary presented to the Commission a communication from Edward P. Stout, Attorney for James Bowen, owner of property on which the approach to the Hackensack River Bridge on Route #1 is located, protesting against the treatment accorded his client in that no notice, either direct or indirect, of condemnation proceedings had reached them. The Secretary informed the Commission that the status of the case was to the effect that when the report of the appraisers as appointed by the Commission was received, it was decided that there would be a further investigation of the property made, but that no proceedings had, as yet, been instituted for condemnation. After discussion on this matter, Mr. Jelin moved that the State Highway Commission authorize an offer of $20,000 to James Bowen for the purchase of his entire property located on Route #1 Extension of the Lincoln Highway at the Hackensack River Bridge location and, in the event that the same is refused, that condemnation proceedings be instituted. This was seconded by Mr. Kidde and adopted.

The Commission recessed for luncheon at 1.00 P.M. to meet in regular session at 2.00 P.M. The Commission reconvened at 2.00 P.M. as agreed, with the same members present as at the morning session.

Route #8, Sec.#3, Lines Property.

Commissioner Stewart called the attention of the Commission to the articles appearing in the newspapers on the matter of ousting Mrs. Catherine Lines from her property on Route #8, and he moved that a statement be prepared for the press covering the exact status of this matter as considered by the State Highway Commission. This was seconded by Mr. Kidde and adopted. The statement as prepared by Mr. Stewart is as follows:

The State Highway Commission makes the following statement with reference to the vacation of the injunction restraining them from proceeding to take possession of the property of Mrs. Lines on State Highway Route #8:-

> In or about the month of November, 1919, there were appointed Condemnation Commissioners for the purpose of condemning such portion of the property of Mrs. Lines as was considered necessary to straighten the road running in front of this property.
>
> This Condemnation Commission reported on June 30th, making an award to Mrs. Lines of $11,050.00, as representing her damages for the taking of the necessary portion of her property and damages to her house, from which decision Mrs. Lines took no appeal.
>
> This money has been available for Mrs. Lines since that time but she has made no application, nor has anyone in her behalf made application to use the money. She was offered this money in cash by the Attorney General in person and refused to accept the money, and thereupon it was deposited in the Court of Chancery, as Trustee for Mrs. Lines.
>
> The Commission appointed by Governor Edge requested Mrs. Lines to vacate the premises. The present Commission personally called upon Mrs. Lines last Spring and were advised by her that she was willing to vacate the property provided she could have a suitable home. Subsequently, representatives of this department called upon her many times to give helpful suggestions, with no results. The State Highway Commission, in order to assist Mrs. Lines, had plans and specifications prepared for a house which could be built for less money than she was awarded under the Condemnation Proceedings and, in addition, there was prepared for her an estimate for the cost of removing the present house to another location. Both of these estimates were furnished to Mrs. Lines and she, apparently, was prepared to vacate. It appears, however, that a third person interposed and urged Mrs. Lines not to vacate.
>
> In view of the great public necessity to render this location safe to the traveling public, particularly in view of the fact that repeated accidents have occurred in this location, the present Commission very regretfully considered that it was its duty to remove this dangerous condition and advised Mrs. Lines of that fact but, in order that she might not be unduly inconvenienced, gave her six additional weeks in which to find other accommodations. It appeared, however, that at the expiration of that period there had been no effort made on Mrs. Lines' part to vacate the property, and it became the unpleasant necessity of proceeding according to law.

INVITATION

The Secretary presented a communication as received by General Scott from the State Board of Commerce and Navigation, inviting the Commission to take a trip on the Delaware to visit the new water-front terminal as recently developed by the City of Wilmington; this trip to be held on Monday, August 27th, from the Wilmington Terminal at 10.30 A.M. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the communication be acknowledged with thanks, and that the Secretary express the regret of the Commission that it cannot attend, due to the fact that there will be road bids received on that date by the members of the State Highway Commission.

Route #14, Section #9, Oceanview-Seaville.

The State Highway Engineer reported to the Commission that the following bids had been received on August 20th for the construction of Route #14, Section #9, Oceanview to Seaville, in Cape May County and he would recommend award of contract to the lowest bidder, William Eisenberg, at 98% of the Engineer's estimated units of cost:

William Eisenberg	98%
Sutton & Corson Co.	104.98%
Public Service Prod.Co.	106.6%
Burgess & Dorrier	108.7%
Gibbs-Mueller Co.	118.75%

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and unanimously adopted the following resolution:-

RESOLVED, that the Contract for the construction of Route #14, Section #9, Oceanview to Seaville, in Cape May County, be and the same is hereby awarded to William Eisenberg of Woodbine, N.J., at his, the lowest bid submitted at 98% of the Engineer's estimated units of cost, amounting to a contract price of $197,688.74, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract after approval by the State Highway Engineer.

Route #16, Section #5.

The State Highway Engineer reported to the Commission that the following bids were received on Monday, August 20th, for the construction of Route #16, Section #5, South Somerville to Woods Tavern, and recommended that award be made to the lowest bidder, J. F. Chapman & Son, at their's, the lowest bid of $105.9% of the Engineer's estimated units of cost:-

J. F. Chapman & Son	105.9%
Jos. F. Burke	109.3%

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution:-

> RESOLVED, that the contract for the construction of Route #16, Section #5, South Somerville to Woods Tavern, be and the same is hereby awarded to J.F. Chapman & Son, of Hillside, N.J., at their's, the lowest bid at 105.9% of the Engineer's estimated units of cost amounting to a contract price of $257,656.18, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract after approval by the State Highway Engineer.

Crosswicks Creek Bridge, Route #2.

State Highway Engineer Sloan reported to the Commission that after investigation of the low bidder for the Crosswicks Creek Bridge on Route #2, he would recommend to the Commission the rejection of all the bids received for this work, and on motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer and rejected all the bids received for Crosswicks Creek Bridge on Route #2. State Highway Engineer Sloan recommended that an agreement be entered into with the Department of Institutions and Agencies for the use of Inmate Labor as employed on the construction of Route #2, Section #5, between White Horse and Bordentown, for the construction of the Bridge at Crosswicks Creek; this agreement to cover inmate labor to be used in the excavation and concrete work, or do this work by State construction forces if more desirable, while it was recommended that the steel work be advertised for from steel contractors. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the recommendation of the State Highway Engineer and directed that an agreement be entered into with the Department of Institutions and Agencies for the necessary inmate labor in constructing the Crosswicks Creek Bridge on Route #2, and in the event that this is found undesirable, the construction of the bridge to be undertaken by State construction forces.

Route #8, Section #4A.

State Highway Engineer Sloan reported the following bids received on Monday, August 20th, 1923, for the construction of Route #8, Section #4A, Charlottesburg-Newfoundland section, and he recommended award to the lowest bidder, the R. D. Richardson Construction Co., of Scranton, Pa., at their's, the lowest bid of 99% of the Engineer's estimated units of cost, amounting to a contract price of $240,567.28. He advised that he had received word from the State Highway Department at Harrisburg, that this company is competent and responsible as shown by their experience in building Pennsylvania Highways:-

R. D. Richardson Const. Co.	99.0%
Weldon Contracting Co.	103.4%
C. H. Winans Co.	109.78%
Jos. F. Burke	113.3%

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution:-

> RESOLVED, that the Contract for the construction of Route #8, Section #4A, Charlottesburg-Newfoundland section, be and the same is hereby awarded to R.D. Richardson Construction Co., of Scranton, Pa., at their's the lowest bid of 99.0% of the Engineer's estimated units of cost amounting to a contract price of $240,567.28, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract after approval by the State Highway Engineer.

Approach to Women's College,
Nichol Ave., New Brunswick.

State Highway Engineer Sloan reported the completion of plans and specifications for the construction of Nichol Ave., New Brunswick, approach to the State College for Women, and recommended authority to advertise. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Nichol Avenue, New Brunswick, approach to the State College for Women, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary specifications after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for bids on same.

Route #14, Section #6, Mays Landing.

The State Highway Engineer presented to the Commission the final papers covering the completion of Route #14, Section #6, in Mays Landing, and recommended final acceptance by the State in accordance with the terms of the Reimbursement Act. He called attention to the fact that in the original plans and specifications as approved by the former State Highway Commission, provision was made for a full width pavement through Mays Landing without a share of this expense to be borne by the Town of Mays Landing. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of Route #14, Section #6, through Mays Landing, in accordance with the terms of the Reimbursement Act.

Routes #1 and #13, Connecting Link,
New Brunswick.

State Highway Engineer Sloan reported to the Commission that at a former meeting, when Routes #1 & #13, connecting link, on French & Albany Streets in New Brunswick, was presented for final acceptance, and was accepted upon the report of Chairman Scott, he had not reported upon results of core drill tests made of the pavement, showing that there was a deficiency in thickness of pavement at certain street intersections which, however, in his opinion, and in the opinion of the State Chemist, was of ample and sufficient strength. The deficiency, he further stated, was explained by the City Engineer of New Brunswick and by the contractor as due to the fact that it was necessary to meet the existing grades of the cross streets; and he would recommend that the action as taken by the Commission stand as taken.

Bridge #61, Route #16, Section #3.

State Highway Engineer Sloan reported to the Commission the completion and recommended acceptance of Bridge #61 at M.P. 25.7, on Route #16, Section #3. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on Bridge #61, at M.P. 25.7, on Route #16, Section #3.

Right of Way, Route #16, Section #6.

On recommendation by the State Highway Engineer, Mr. Jelin moved that the Commission approve the purchase of Parcel #16 on Route #16, Section #6, from Margaret B. Mills, for the consideration of $1.00. This was seconded by Mr. Stewart and adopted.

Right of Way, Route #16, Section #6.

On recommendation of the State Highway Engineer, Commissioner Stewart moved that the Commission approve the purchase of Parcels #8A and #8B from Thomas H. Baxter on Route #16, Section #6, for the consideration of $1.00. This was seconded by Mr. Jelin and adopted.

Route #8, Section #3, Jannarone Claim.

State Highway Engineer Sloan reported to the Commission with reference to the claim of Philip Jannarone for expenses incurred in litigation on Route #8, Section #3. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the payment of the bill of Philip Jannarone in the amount of $582.79, which was his expense in defence of suit brought against him for trespassing on the property of Allen T. Haycock, on Route #8, Section #3, at Bloomingdale, in compliance with the plans of the State Highway Department.

Route #1, Section #13, Highland Park-Stelton.

State Highway Engineer Sloan presented to the Commission a request from T. H. Riddle for extension of time on his contract for work on Route #1, Section #13, Highland Park-Stelton Road, from September 1, 1923 to October 1, 1923. State Highway Engineer Sloan reported that in view of the progress made on the work he could not recommend that an extension of time be granted. Commissioner Jelin reported to the Commission that Mr. Riddle has been unable to attend to the work himself due to the fact that he has been laid up in the hospital for some time past and is still in a very serious condition, and he would recommend that in view of this that the extension of time in question be granted. This was seconded by Mr. Stewart and adopted.

Route #9, Sec. #9A, Still Valley-Bloomsbury.

State Highway Engineer Sloan presented to the Commission a request for extension of time as approved by Warren County for the Bernard A. Tighe Contracting Co., for thirty working days on Route #9, Section #9A, Still Valley to Bloomsbury Section, and recommended that the State Highway Commission does not approve of this extension of time in view of the fact that there was no satisfactory reason for the same. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the recommendation of the State Highway Engineer and denied the extension of time as requested on Route #9, Section #9A, Still Valley-Bloomsbury Section.

Fire Prevention on Bridges.

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Maintenance covering the facilities of the Maintenance Department for fire prevention on the bridges throughout the State, in which it was stated that it was felt that the State Highway Commission is taking reasonable precautions against danger from fire on all bridges with the exception of three long toll bridges taken over at Island Heights, Ocean City and Long Beach Turnpike, where it was not felt that the necessities of the case warranted the installation of tanks and fire patrols on these bridges. On motion by Mr. Jelin, and duly seconded, the report was ordered received and placed on file.

Employments.

The State Highway Engineer presented a report of employments, as approved by him since the last meeting of the Commission and recommended approval of the same. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following employments as made since the last meeting of the Commission:-

Aug. 15, 1923	Jas. P. Casey	Cost Clerk	$ 90.00 mo.
" 16, "	B. M. Adams	Bridge Tender	90.00 "
" 16, "	Arlington Wilson	" "	30.00 "
" 16, "	Jas. Bradeley	" "	75.00 "
" 20, "	T. E. Kavanaugh	" Inspector	165.00 "

Hourly Basis.

Aug. 16, 1923	S. S. Everett	Garage Assistant	.45 hr.
" " "	C. H. Blatt	" "	.45 "
" " "	Carmine LaFalce	" "	.45 "

Salary Increase.

State Highway Engineer Sloan reported to the Commission that there were several salary increase recommendations for approval by the Commission, same having been recommended by the Division Heads. They are as follows:

Edward Banim	from	$120.00	to	$130.00
W. N. Barry	"	145.00	"	155.00
J. J. Collins	"	125.00	"	135.00
John H. Davis	"	130.00	"	140.00
J. C. Houman	"	155.00	"	165.00
W. A. Manchester	"	155.00	"	185.00
Lebeus Martin	"	125.00	"	135.00
E. S. Scollan	"	125.00	"	135.00
M. N. Vliet	"	155.00	"	165.00
John Davis	"	125.00	"	155.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the increases be granted as recommended by the State Highway Engineer, all of the same being in conformity with Civil Service regulations.

Right of Way, Route #5, Section #13.

State Highway Engineer Sloan recommended to the Commission the approval for the purchase of Parcels #17 and #19, required on Route #5, Section #13, from A. P. Villa & Bros., Incorporated, for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property as recommended by the State Highway Engineer.

Right of Way, Route #2, Section #4.

State Highway Engineer Sloan recommended to the Commission that approval be given to the purchase of Parcel #9 on Route #2, Section #4, from David F. McGill and J. A. McBridge, for the consideration of $50.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property on Route #2, Section #4, known as Parcel #9, for the sum of $50.00.

Right of Way, Route #4, Section #20.

The State Highway Engineer recommended to the Commission the approval of the purchase of property needed on Route #4, Section #20, Manasquan River-Sea Girt. He advised that three Real Estate Experts in the vicinity of the work furnished appraisals upon the property. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of property needed on Route #4, Section #20, Manasquan

River-Sea Girt as follows:

9	Sea Girt Investment Co., Spring Lake, N.J.	$1,200.00
11	Sea Girt Investment Co., Spring Lake, N.J.	750.00
12	Sea Girt Investment Co., Spring Lake, N.J.	750.00
13	Sea Girt Investment Co., Spring Lake, N.J.	750.00
14	Brighton Realty Co., Spring Lake, N.J.	750.00
15	Brighton Realty Co., Spring Lake, N.J.	750.00
16	Rudolph Kadelac, Sea Girt, N. J.	300.00
17	Sea Girt Investment Co., Spring Lake, N.J.	450.00
19	Emma Trueman, Sea Girt, N.J.	1,000.00
20	Sea Girt Company, Spring Lake, N.J.	1.00
21	Mary L. Gleason, Sea Girt, N.J.	1,500.00
22	John A. Biggett, Spring Lake, N.J.	794.00
24	Sea Girt Company, Spring Lake, N.J.	400.00

Right of Way, Route #9, Section #10.

The State Highway Engineer reported to the Commission with reference to the Right of Way secured from Warren C. King on Route #9, Section #10, at Bound Brook, for which right of way the Commission recently agreed to pay $1,000.00 and to move the hedges and trees and shrubbery; that a proposition had been received from the BraeBurn Nurseries for this landscape work for the sum of $217.50, which proposition was acceptable to Mr. King, and he recommended that the Commission authorize the payment of $1,217.50 to Mr. King for property needed in full payment of all claims. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property from Warren C. King on Route #9, Section #10, Bound Brook, for the total sum of $1,217.50 in full of all claims by Mr. King.

Route #5, Section #10.

State Highway Engineer Sloan reported that the Canoe Brook Golf Club on Route #5, Section #10, Chatham-Brantwood, was very desirous of constructing an underpass at the highway which cuts through their property. He reported that the estimated value of the right of way taken from the Canoe Brook Golf Club in the construction of Route #5, Section #10, was $600.00, and he recommended that the State Highway Commission authorize the purchase of property from the Canoe Brook Golf Club on Route #5, Section #10, for the sum of $600.00, and that the Canoe Brook Golf Club be permitted to construct an underpass on Route #5, Section #10, Chatham-Brantwood Section from its own funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of property from the Canoe Brook Golf Club on Route #5, Section #10, Chatham-Brantwood Section, for a sum not exceeding $600.00, it being understood that the Canoe Brook Golf Club proposed to construct an underpass on said route.

Condemnations.

State Highway Engineer Sloan reported to the Commission that endeavors had been made to secure several parcels of property on Route #13, Section #6, but that the owners had made exorbitant demands upon the State, and he recommended that reasonable offers be made or that condemnation be instituted. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of property on Route #13, Section #6, from the owners at the following amounts:

W. J. George	consideration	$100.00
Cunnah & Boice	"	250.00
Wm. Pelligran	"	650.00

and in the event of their refusal to accept that condemnation be entered into.

Route #8, Section #5, Sussex-Unionville.

State Highway Engineer Sloan reported to the Commission the completion of Route #8, Section #5, Sussex-Unionville Road and recommended acceptance by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, this road was referred to Commissioner Kidde for inspection and report preliminary to acceptance by the Commission.

Hainesville-Montague Road.

State Highway Engineer Sloan requested the Commission to give consideration to the balance of Township Funds to be distributed among the townships of the State. Assistant State Highway Engineer Reed requested that the Commission give consideration to the request of Sandyston Township, Sussex County, for the sum of $6,413.34, to be used on the Hainesville-Montague Road, this approval was needed in order to permit the contractor to go on the work. On motion by Mr. Stewart, seconded by Mr.

Kidde, the State Highway Commission approved the apportionment of $6,413.34 to Sandyston Township, Sussex County, for the Hainesville-Montague Road.

Township Funds.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the balance of Township Aid apportionments be considered at the next meeting of the Commission.

Bridge #58, Route #16, Section #3.

State Highway Engineer Sloan reported the completion of Bridge #58 at M.P. 23.8 on Route #16, Section #3, Bedminster-Pluckemin Section, and recommended acceptance by the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Bridge #58, at M.P. 23.8 on Route #16, Section #3, and authorized final payment to be made.

Special Motor Vehicle Inspector.

Commissioner Jelin moved that the State Highway Commission authorize the appointment of Mr. Jacob Hagin, Superintendent of Plant and Equipment, as Special Motor Vehicle Inspector, this action having been suggested by Commissioner Dill. This was seconded by Mr. Stewart and adopted.

Riverside Drive, Monmouth County.

The Secretary reported to the Commission that a request had been made by Monmouth County that the Commission again reject plans and specifications for the Riverside Drive Road, Section #1, in view of the fact that the action as taken at the last meeting preceded any action by the Board of Freeholders. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered the rejection of plans and specifications for Section #1, Riverside Drive, Monmouth County, due to lack of funds.

Shippetauken Creek. Route 13

The Secretary presented, at the request of General Scott, the matter of type of construction on Bridge over Shippetauken Creek on Route #13, Section #6, it being his suggestion that the bridge be of concrete type with stone facing. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the adoption of a concrete bridge for Shippetauken Creek on Route #13, Section #6, the same to be improved with a stone facing in order to conform with its historical surroundings.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission determined it would not hold a meeting on Tuesday, September 4th, due to the fact that it was the day after Labor Day and no bids were to be received on Labor Day.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 4.00 P.M., to attend a dinner as the guests of Governor Silzer at Sea Girt, at 7.00 P.M.

The next meeting of the Commission is to be held on Tuesday, August 28th, 1923, at 10.30 A.M.

Respectfully submitted,

A. LEE GROVER,
Secretary.

MINUTES OF MEETING - AUGUST 28th, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, August 28th, 1923. The meeting was called to order at 10.30 A.M.

Present: General H. L. Scott, Chairman; Mr. Walter Kidde, and Mr. Abraham Jelin.

Absent: Mr. Percy H. Stewart.

Right of Way, Route #10.

The Secretary advised that Mrs. Caroline E. Shaver was present and desired a hearing in connection with the purchase of her property on Route #10, Section #1A, Edgewater, on which condemnation proceedings had been authorized. Mrs. Shaver was granted a hearing and gave the Commission an outline of her case, stating that she had been held up for a long time and was in need of money at once. Upon being advised that the Commission could do nothing until the decision of the Condemnation Committee had been received, Mrs. Shaver asked that a loan on the money be arranged in some manner. There was a considerable discussion on the matter, the Commission feeling that they could do nothing unless their offer was accepted, in which case the money could be paid within two or three days. It was finally agreed that Mrs. Shaver should be offered $1,000.00 in cash as a settlement, not because the Commission felt the property was worth the additional amount, but in order to avoid the condemnation proceedings, which would cost approximately $300.00 in addition to the $750.00 already offered for this property. Mrs. Shaver stated that she would agree to this with the understanding that the Commission would also pay the taxes for the past year and allow her to have an exit and entrance to her property. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission authorized that Mrs. Shaver should be paid $1,000.00, her taxes for the past year, and should be granted permission for an entrance and exit to her property under a proper agreement satisfactory to both parties.

Route #4,Sec. 20, Manasquan-Sea Girt.

Mr. McGreevey and Mr. O'Connor next appeared before the Commission in reference to their low bids on the construction of Route #4, Section #20, Manasquan River-Sea Girt. Upon being asked for a statement of their general experience, they stated that they were a new firm and this was the first job on which they had bid as partners; that both had considerable experience in construction work as foremen and superintendents. They stated that they did not have any plant at the present time but felt that they could obtain same and meanwhile were planning to go ahead with the drainage and pipe work. They also presented statements showing their net worth, on which their assets were chiefly in the form of real estate. Mr. Kidde suggested that before the Commission give a decision on this matter, that Mr. McGreevey have the Manasquan Bank forward a notice to the Commission before four o'clock of this day as to their standing and the amount they could borrow, the matter of award being held up until this information was received.

Route #13,Sec.#5, Lawrenceville-Trenton.

The State Highway Engineer submitted the following report on bids received for the construction of Route #13, Section #5, Lawrenceville-Trenton, and recommended that the contract be awarded to the low bidder, James J. Barrett:

James J. Barrett	Trenton	92.1%
Utility Const.Co.	New Brunswick	97.75
Ross & Whelan	Trenton	98.7
Standard Bithulithic Co.	New York City	98.7
N. J. Const.Co.	Hackensack	103.2
Jos. F. Burke	Plainfield	104.9

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission adopted the following resolution for award of contract:

RESOLVED, that the contract for the construction of Route 13, Sec. 5, Lawrenceville-Trenton section, be and the same is awarded to James J. Barrett of Trenton, New Jersey, the low bidder, at 92.1% of the Engineer's estimated units of cost, said bid amounting to $331,431.06, and

BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

Luppatcong Creek Bridge, Route #4.

Mr. J. P. Clarke next appeared in reference to his bid for the construction of the new abutments and approaches at the Luppatcong Creek Bridge on Route #4. Mr. Clarke stated that he felt that he made an error in his fugures and did not feel that he would be able to carry the contract to a satisfactory conclusion if awarded to him. He asked that the Commission reject his bid and if possible return his certified check which accompanied same. Mr. Clarke was informed that a decision would be reached later in the day and Mr. Kidde suggested that the second low bidders, Bentley-Morrison Corporation be requested to have a representative present at the afternoon session to determine their ability for carrying on this work.

Long Valley-Hunterdon Co.Line Rd.
M.V. ~~State~~ Aid- Morris County.

A delegation from the Morris County Board of Freeholders next appeared consisting of Mr. Hopkins, County Engineer; Mr. Estler and Mr. Fritts. Mr. Estler spoke for the delegation stating that the Board of Freeholders had by unanimous vote at its last meeting decided to request the Commission to transfer the sum of $25,000.00 standing to the credit of East Main Street, Boonton, to the improvement of the Long Valley-Hunterdon County Line Road. Mr. Jelin stated that the Commission had already apportioned $28,000.00 of State Aid for this road, and an additional $7,000.00 when it was decided to construct an additional two foot width, and that the $10,000.00 from the Motor Vehicle Funds was to be applied on this work. Mr. Kidde moved that the Commission approve of the transfer of an amount sufficient to complete the State's share of 40% of the cost of the construction of the Long Valley-Hunterdon County Line Road, from the $25,000.00 standing to the credit of East Main Street,Boonton, the remainder not necessary to complete the said 40% share to remain to the credit of East Main Street, Boonton, or such other road as might be designated by the Commission. This was seconded by Mr. Jelin and adopted.

Route #16, Alignment.

Mr. Strauss and Mr. Eames appeared before the Commission to make a protest against a proposed change in alignment of Route #16, in the vicinity of Van Dorn's Mills. They were informed that this matter should first be discussed with the Construction Engineer and if necessary a hearing would be given them at the afternoon session.

New Lisbon - Four Mile Road.

The matter of the claim of A. J. Milmoe on account of gravel from the Staffordville Pit which was used in connection with his contract for the construction of the New Lisbon-Four Mile Road was next considered. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission authorized that Mr. Milmoe be allowed 50% of his claims in accordance with the recommendation of the State Highway Engineer, it being understood that he will furnish the Commission with a final and complete release of all claims in consideration of this allowance. This sum being an addition to allowance already made on claims presented.

Maps

The Secretary advised that he had received a letter advising that the large scale maps had been shipped on August 27th, and that same would be received within a few days. No action was required in this connection.

The matter of the supply of small detour maps was taken up, the Commission being informed that the supply was practically exhausted and that additional requests were still being received. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that an additional ten thousand copies be procured.

Route #9, Sec. B, Plainfield.

The Secretary presented a communication from Mr. A. W. Vars, City Engineer of Plainfield, advising that the work on Route #9, Section B, Plainfield, was completed and ready for inspection and acceptance by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission referred this matter to Mr. Stewart for inspection and report to the Commission at a later meeting.

Route #18.

The Secretary presented a communication from Mr. J. E. Thier, Supervisor of Roads in Bergen County, stating that he would try and arrange an appointment with Mr. Rionda for next week in order to go over conditions on Route #18 in Bergen County. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered acknowledged with thanks and Mr. Thier advised that some members of the Commission will be ready to go with him when the arrangements are completed.

Bridge at New Brunswick. Rt. 1

General Scott presented a clipping taken from the State Gazette of Trenton which contained information as to work that is proceeding at the Women's College in New Brunswick. This was presented for information only.

Route #4, Drainage.

The Secretary presented a resolution from the Monmouth County Board of Freeholders concerning drainage conditions on Route #4, at West Long Branch and Oakhurst, requesting that the State Highway Commission designate some of its engineers to confer with the County Engineer for the purpose of planning proper drainage. Mr. Kidde moved that the Monmouth County Board of Freeholders be advised that the State Highway Engineer has gone into this matter and considers the change as desirable, but that the responsibility of the Commission in the carrying out of same is negligible. This was seconded by Mr. Jelin and adopted.

Meetings

The Secretary presented a communication from the Board of Freeholders of Gloucester County, inviting the Commission to be present at a meeting of the State Association of Boards of Freeholders to be held at the Normal School, Glassboro, on September 10th. Mr. Kidde moved that the invitation be accepted and that as many of the Commissioners as possible arrange to attend the dinner and meeting. This was seconded by Mr. Jelin and adopted.

Proposed Routes.

The Secretary presented a resolution from the Board of Freeholders of Gloucester County, requesting the Commission to take over and construct the road by way of Malaga to Millville and from Malaga to Downstown. There was a considerable discussion as to the various routes that have been suggested in this connection and the Commission was in doubt as to which was the most important. Mr. Kidde moved that the State Highway Engineer be directed to prepare a map showing the various routes proposed to be taken over, together with a report to be submitted as to which were considered the most important. This was seconded by Mr. Jelin and adopted.

Gloucester County Inspection. ✓

The Secretary presented a communication from the Board of Freeholders of Gloucester County, requesting that the Commission set a date when it will visit Gloucester County for the purpose of going over the county roads. In this connection, Mr. Kidde suggested that the matter be taken up with the Board of Freeholders to determine if it would not be possible for someone to take them over the county roads on Spetember 10th, following the dinner of the State Association of Freeholders in Glassboro.

Right of Way, Route #5. ✓

The State Highway Engineer presented a report in connection with the acquisition of the property of Edward B. Emory on Route #5, at Buttzville, and requested that the Commission authorize the making of another offer of $3500 as had been previously done. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the State Highway Engineer to make another bid of $3500 on the property of Edward B. Emory on Route #5 at Buttzville.

The Commission recessed for luncheon at 1.30 P.M. to meet again in regular session at 2.30 P.M.

The Commission reconvened at 2.30 P.M. as agreed, with the same members present as at the morning session.

Route #11, Main Street, Clifton. ✓

The State Highway Engineer presented the matter of approval of the contract for Main Street, Clifton, on which two bids were received, the low bid being by George F. Brackett. He stated that he would not recommend approval as he felt that there had not been sufficient competition and the price for the pavement was too high. Mr. Kidde moved that Passaic County be advised that the Commission rejected approval of this contract due to the high cost of pavement and lack of sufficient competition, and that they be advised to readvertise same making an eight inch reinforced concrete road as an alternate, and that a list of prices received on similar work in that vicinity be forwarded to them. This was seconded by Mr. Jelin and adopted.

Route #14, Sec. #7, Petersburg-Greenfield.

The State Highway Engineer recommended that an extension of time be granted to Ross & Whelan on their contract for the construction of Route #14, Section #7, from July 23rd to date, this work having been opened to traffic on July 3rd. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the granting of an extension of time to Ross & Whelan on their contract for the construction of Route #14, Section #7, from July 23rd to August 28th, 1923.

Crown Point Road, Gloucester County.

Mr. William Cattell, County Engineer of Gloucester County appeared and requested that the Commission approve of the contract for the Crown Point Road, on which the low bid had been submitted by the Union Paving Company at $57,448.50 for a sheet asphalt surface. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the award of contract for the Crown Point Road, by Gloucester Co., upon recommendation of the State Highway Engineer.

Route #4, Section #16, Toms River.

The State Highway Engineer recommended that the Commission approve of the extension of time to December 1st, 1922, as granted by the Ocean County Board of Freeholders to the Public Service Production Company on their contract for the construction of Route #4, Section #16, Toms River. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the extension of time to December 1st, 1922, on the contract of the Public Service Production Company for the construction of Route #4, Section #16, Toms River.

Route #9, Sec. 8, Somerville-North Branch, Route #16, Sec. 3, Bedminster-Pluckemin.

State Highway Engineer Sloan submitted a letter from the Board of Freeholders of Somerset County, stating that they were prepared to grant extensions of time to Ralph Sangiovanni on Route #9, Sec. 8, and Route #16, Section #3, if it were agreeable to the State Highway Commission. Mr. Jelin moved that the Board of Freeholders be advised that the Commission will not approve of such extensions. This was seconded by Mr. Kidde and adopted.

Route #14, Sec. 7, Petersburg-Greenfield. ✓

The State Higway Engineer recommended the acceptance of Rt. 14, Section #7, Petersburg-Greenfield, as constructed under contract of Ross & Whelan, the same having been inspected on August 24th. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission accepted the completed work of construction on Route #14, Section #7, Petersburg-Greenfield.

Route #4, Perth Amboy. ✓

The State Highway Engineer recommended that partial payment be made on account of the construction of Route #4, connecting link, Perth Amboy, in the amount of $18,075.31, being 47% of the amount paid to the contractor on account of the above construction to June 29, 1923. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the making of a partial payment on account of the construction of Route #4, connecting link, Perth Amboy, in the amount of $18,075.31, and adopted the following resolution:

> WHEREAS, the State Highway Commission did by resolution of December 7th, 1922, approve of a contract for the construction of an extension of State Highway Route #4, known as Amboy Avenue, the contract having been awarded by the City of Perth Amboy to Graham & McKeon at a contract amount of $158,216.62, and
>
> WHEREAS, by the same resolution did authorize the setting up of the sum of $75,000.00 as the State's share of the cost of the said construction of the extension of State Highway Route #4, in Perth Amboy, and
>
> WHEREAS, it has been certified to the State Highway Commission by the City of Perth Amboy that work has been performed to the amount of $35,601.72, and request has been made by the City of Perth Amboy for a partial payment on account of the said work as performed,
>
> NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the Commission does hereby approve of the payment of the sum of $18,075.38 as the State's share of cost of the work performed and do hereby request the Hon. N. A. K. Bugbee, Comptroller of the State of New Jersey, to draw his warrant against the State Road Fund in favor of the Treasurer of the City of Perth Amboy in the sum of $18,075.39.

Route 13, Sec. 6, Lawrenceville-Princeton. ✓

The State Highway Engineer requested that the Commission grant authority to enter into an agreement with the Lawrence Township authorities for work through Lawrenceville. Mr. Kidde moved that the Commission authorize the execution of an agreement with Lawrence Township along the lines as heretofore approved, and offered the following

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resolution concerning the performance of thw work in Lawrenceville:

WHEREAS, by an Ordinance duly adopted by the Township Committee of the Township of Lawrence in the County of Mercer and State of New Jersey on or about February 16, 1899, the Trenton Street Railway Co. was authorized to construct, maintain and operate a street railway and to use electricity and electric motors as the propelling power of its cars, in, upon and along the public highway known as the Lawrenceville Road in said Township of Lawrence; and,

WHEREAS, with reference to that portion of said street railway which is described in said Ordinance as follows, "where the tracks pass through the village of Lawrenceville, beginning at the school property and continuing through the village to the Presbyterian church", it was required by said Ordinance that the track should be constructed of nine-inch girder rails and that said rails should be laid eight feet from the curb line on the right hand side of the road going towards Princeton; and,

WHEREAS, by an Ordinance adopted on or about February 20, 1899, the Board of Chosen Freeholders of Mercer County granted to the said Trenton Street Railway Co. leave and permission to construct, maintain and operate said street railway; and

WHEREAS, after the passage of the two Ordinances aforesaid, the said Trenton Street Railway Co. constructed a line of street railway, with the necessary poles and overhead structures, in accordance with the terms and provisions of said Ordinance and under and by virtue of the authority conferred by the same, and ever since has been and now is operating and maintaining said street railway in the manner authorized by said Ordinances; and,

WHEREAS, since the passage of said Ordinances and the construction of said street railway, the State Highway Commission of New Jersey, acting by virtue of the authority conferred upon it by law, has taken over the said Lawrenceville Road as a State Highway and is about to lay an improved pavement thereon, and has determined to change the location of the tracks and the type of rail of said street railway as the same runs through the said village of Lawrenceville; and to change the location of the tracks at other places in the Township of Lawrence, all as shown on plans attached hereto;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission

1. That the State Highway Commission will relocate and rebuild a portion of said track, including necessary poles and overhead, for a distance of approximately 4500 feet in length as the same passes through the village of Lawrenceville, the portion so to be relocated and rebuilt being shown on a certain map or plan attached hereto and on file in the office of the State Highway Commission, which shows the location of both the old track and the new track, with pole locations for necessary overhead, herein provided for, and which is hereby made a part of this Ordinance.

2. That in relaying said tracks through the village of Lawrenceviile said State Highway Commission will use T rail of standard section weighing between 80 and 100 pounds per yard instead of nine-inch girder rail, and will use Dayton resilient ties or creasoted ties, and that the cost of said rail and ties and of track fastenings, not to exceed the sum of Fifteen thousand dollars ($15,000.00), shall be assessed against and

borne by the said Trenton Street Railway Co., which is hereby given two years to reimburse said State Highway Commission for the same.

3. That the franchise of the said Trenton Street Railway Company and all the terms thereof are to remain in full force and effect, excepting as to the location of the tracks in the Township of Lawrence as hereinbefore stated.

This was seconded by Mr. Jelin and adopted.

Requests for Aid.

The State Highway Engineer submitted a report in connection with the request for aid by the Middlesex County Board of Freeholders in the construction of the Old Bridge-Matawan Road and recommended that Middlesex County be advised that the State Highway Commission has no funds at the present time to aid in this project, but that the matter will be given due consideration in the report now being prepared by the Advisory Board on alternate shore routes. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the recommendation of the State Highway Engineer in this matter.

Right of Way, Route #4, Sec. #21.

The State Highway Engineer submitted a proposed agreement for the purchase of property on State Highway Route #4, Section #21, Point Pleasant to Laurelton, from Z. P. VanNote, for the amount of $2,000.00, and recommended the approval of same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the purchase of property on Route #4, Section #21, Point Pleasant to Laurelton, from Z. P. VanNote for the sum of $2,000.00.

Right of Way, Route #4, Sec. #19, Sea Girt - Belmar.

The State Highway Engineer recommended approval of acquisition of property on Route #4, Section #19, Sea Girt to Belmar. There was some discussion as to the prices to be paid for this property. Mr. Meeker was asked to come before the Commission and stated that while the prices seemed high, the appraisals had been made by competent real estate men and represented the actual price being paid for lots in that vicinity. Major Sloan stated that he had recommended the purchase of same in order not to hold up the work on this section. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the purchase of the following property on Route #4, Section #19, Sea Girt to Belmar, at the prices listed:

Parcel #1,	Arthur Sanford,	consideration	$2,245.00
" 2,	William H. Carpenter,	"	1,000.00
" 5,	George G. Titis	"	2,750.00
" 3,	Arthur M.D.Carpenter,	"	2,000.00

Right of Way, Route #16, Sec. 5.

The State Highway Engineer recommended acceptance of agreement with Elsie Gallaway, for Parcel #6, on Route #16, Section #5, for the sum of $1.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the agreement with Elsie Gallaway in the sum of $1.00 for Parcel #6, on Route #16, Section #6, was approved.

Right of Way, Route #4, Section #20.

The State Highway Engineer submitted property purchase agreements for Parcels 2, 3 and 4, on Route #4, Section #20, the property being required for the Manasquan Grade Crossing elimination, the agreement being with Pearce and Parker in the sum of $12,000.00. He recommends that an offer of $1,273.00 be made for this property and in the event of their refusal to accept same, that Condemnation Proceedings be authorized. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the recommendation of the State Highway Engineer and authorized that an offer of $1,273.00 be made for this property, and in the event of their refusal of same, that Condemnation be proceeded with.

Right of Way, Route #4, Section #20.

The State Highway Engineer submitted property purchase agreements with T. Tasso Fischer for property on Route #4, Section #20, in the sum of $4,000.00, and recommended that an offer of $1,230.00 be made Mr. Fischer and in the event of refusal of same that Condemnation Proceedings be authorized. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the recommendation of the State Highway Engineer, and authorized that an offer of $1,230.00 be made Mr. Fischer, and that in the event of his refusal of same that Condemnation be proceeded with.

Route #9, Section #11.

The State Highway Engineer submitted a report in connection with Route #9, Section #11, in accordance with the resolution received from the Mayor and Council of the Borough of Middlesex, requesting that the State Highway width on Route #9, Section #11, Bound Brook Road, from Lincoln Avenue to the line of the Borough of Dunellen, be graded for a full forty foot width and that the tracks of the Public Service Railway Company be moved to the center of the highway and the pavement placed on each side thereof, and recommended that the Borough of Middlesex be advised that this was entirely a local proposition in which the Commission has no responsibility. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the recommendation of the State Highway Engineer in this matter.

Equipment- Storage Charge.

The State Highway Engineer submitted a report in connection with the storing by the State Police of stolen automobiles in the State Highway Department garages, and recommended that the department be authorized to make a charge against other State Departments for services rendered, such charge to be commensurate at least with the actual cost to this department of the service rendered. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission authorized that the Highway Department make a charge against other State Departments for such services, said charge to be at least commensurate with the actual cost to this department, and that negotiations be entered into with the various departments to determine the responsibility for the charges.

Kaighn Ave., Extension, Camden Co.

The State Highway Engineer recommended approval of contract for Kaighn Avenue, Extension (Browning Road to Marlton Pike) Camden County Motor Vehicle Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the contract for Kaighn Avenue Extension (Browning Road to Marlton Pike) Camden County Motor Vehicle Aid, the funds having been already provided.

Belmont Avenue, Passaic Co. State Aid

The State Highway Engineer recommended approval of extension of time to June 15, 1923, on Belmont Avenue, Passaic County, State Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of an extension of time to June 15, 1923, on Belmont Avenue, Passaic County, State Aid.

Township Aid-Voorhees Township, Camden County.

The State Highway Engineer recommended that $4500 granted to the Township of Voorhees, Camden County, for the construction of the Haddonfield-Kresson Road, be transferred to the Gibbsboro-Kresson Road, in accordance with the application of the Township Committee. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the transfer of $4500 from the Haddonfield-Kresson Road to the Gibbsboro-Kresson Road, Voorhees Township, Camden County.

Township Aid, Delaware Township, Hunterdon County.

The State Highway Engineer recommended approval of application for additional township aid in the sum of $1,650.00 on the Rosemont-Stockton Road, Delaware Township, Hunterdon County, funds to be taken from the cancellation fund of the Township Aid Account. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the application for Township Aid on the Rosemont-Stockton Road, Delaware Township, Hunterdon County, funds to be taken from the cancellation funds of the Township Aid Account.

Wildwood Jct. -Dias Creek Road, Middle Township, Cape May County.

The State Highway Engineer recommended approval of Force Account Agreement and final statement on Wildwood Junction-Dias Creek Road, Middle Township, Cape May County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted the Wildwood Junction-Dias Creek Road, Middle Township, Cape May County Township Aid, and directed final payment.

Norbury Landing Road, Middle Twp. Cape May County.

The State Highway Engineer recommended approval of the final statement and acceptance on the Norbury Landing Road, Middle Township, Cape May County Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the final statement and acceptance of the Norbury Landing Road, Middle Township, Cape May County Township Aid.

Township Aid, Evesham Twp.Burlington Co.

The State Highway Engineer recommended approval of transfer of funds in the sum of $1,000.00 from the Evans-Westcott and Evesboro-Camden Roads to the Marlton-Kresson Road, all in Evesham Township,

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Burlington County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the transfer of funds from the Evans-Westcott and Evesboro-Camden Roads to the Marlton-Kresson Road, all in Evesham Township, Burlington County, Township Aid.

Employments

The State Highway Engineer submitted a report in the matter of employments sine3 the last meeting and recommended the approval of same. On motion by Mr. Jelin, seconded by Mr. Kidde, the following employments were approved:

Aug. 20, 1923	R. A. Williams,	Jr. Inspector	$125.00 mo.
" 14, "	John McMullen,	" "	125.00 mo.
Sept. 1, "	W. R. Ketels,	Res. Hway. Engineer	240.00 mo.
Aug. 21, "	Whitney Norton,	Mechanic	.60 hr.
" 21, "	Henry Brackel,	"	.60 hr.
" 21, "	Elmer Parsons,	M.T.D.	.40 hr.

Right of Way, Route #16, Sec. 5.

The Rev. M. Maniguian appeared before the Commission in reference to the acquisition of his property on Route #16, Section #5, on which condemnation has been authorized. After a statement of his protest, Rev. Maniguian was informed that this matter should be taken up with the Construction Engineer and Right of Way Engineer, who would give him the correct advice as to same.

Laurel Ave.,Essex Co. State Aid.

Mr. Kidde reported that he had inspected Laurel Avenue, Essex County State Aid and would move the acceptance of same. This was seconded by Mr. Jelin and adopted and final payment authorized.

Luppatcong Creek Bridge, Rt. #4.

Mr. Davies of the Bentley-Morrison Corporation, second low bidders on the Luppatcong Creek Bridge, appeared and gave a statement as to the ability of their company and a resume of the work which they had done. He stated that they were ready to take the contract and believed that they could carry it to a satisfactory conclusion. After some discussion, Mr. Kidde moved that the bid of the low bidder be rejected and that his certified check be returned, due to the fact that he was not a responsible bidder. State Highway Engineer Sloan recommended that the contract be awarded to the second low bidder after presenting the following report of bids received:

J. P. Clarke	$ 23,000.00
Bentley-Morrison Corp.	29,995.00
Gust Wickberg.	35,333.14
Grant & Driver	36,778.49
R. J. Mansfield.	36,980.00
F. W. Schwiers, Jr. Co.	37,587.00
S. S. Thompson & Co. Inc.	38,800.00
Louis J. Sieling	38,880.00
Tuller Construction Co.	44,740.00
Arnolt-More, Inc.	49,000.00
O'Gara Construction Co..	61,000.00

Engineer's Estimate - - $30,135.25

Mr. Kidde moved the adoption of the following resolution:

RESOLVED, that the contract for the construction of Luppatcong Creek Bridge, Route #4, be and the same is hereby awarded to Bentley-Morrison Corporation, of Elizabeth, New Jersey, the lowest responsible bidder at $29,995.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

This was seconded by Mr. Jelin and adopted.

Fredon-Stillwater Road, Sussex Co.

The State Highway Engineer presented plans and specifications for the Fredon-Stillwater Road, Section #2, and 2A, Sussex County, township aid, and recommended approval of same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the plans and specifications for the Fredon-Stillwater Road, Sections 2 and 2A, County of Sussex, township aid, the funds having already been set up.

Route #4, Sec. #20, Manasquan River-Sea Girt

The Secretary read a report which had been received from the Manasquan Bank in reference to Mr. McGreevey. The State Highway Engineer presented the following report of bids received and reported that he could not recommend the award to McGreevey & O'Connor due to their lack of experience, believing that it would be too much of a risk:

McGreevey & O'Connor	94%
Inter-State Construction Co.	99.5
Michael Staub	101
Gibbs-Mueller Co	101.4
Charles T. Kavanagh	101.68
Sutton & Corson Co	102.4
Thompson & Glickman	103
S. S. Thompson & Co	104.7
New Jersey Construction Co	105.8
Joseph F. Burke	109.3

There was a considerable discussion of this matter, the Commissioners feeling that they should not reject all these bids unless absolutely necessary. Mr. Jelin finally moved that the contract be awarded to the low x bidder and offered the following resolution:

RESOLVED, that the contract for the construction of Rt. 4, Sec. 20, Manasquan-Sea Girt, be and the same is hereby awarded to McGreevey and O'Connor of Manasquan, the low bidder at 94% of the Engineer's estimated units of cost, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign all the necessary contracts as approved by the State Highway Engineer.

This was seconded by Mr. Kidde and adopted.

Cement -- Foreign Supply

Mr. Kidde presented a letter which he had received from the Industrial Oil Company of Hackensack, in reference to the use of Belgian Cement by the State Highway Commission, and moved that same be acknowledged and referred to the State Highway Engineer for investigation. This was seconded by Mr. Jelin and adopted.

Township Aid

State Highway Engineer Sloan brought up the matter of distribution of township aid in those counties in which the allotments had not already been made, presenting a schedule showing the applications as made by the various counties and his recommendations thereon. In this connection, Mr. Kidde inquired if the Commission had any choice in the selection of roads on which this money is to be used, and was advised by the State Highway Engineer that the Commission has no jurisdiction where the amount requested is below the $25,000.00 allowed to each county. Where the total applications amount to more than $25,000.00, the Commission has the Commission has the right to decide on which roads an amount up to $25,000.00 shall be allotted. After a considerable discussion of the matter, Mr. Kidde moved that the following applications be approved in the counties where the applications amounted to more than $25,000.00:

Burlington County,	Crosswick-Chesterfield,Sec. 1,	$ 7,163.73
" "	Chambers Cor.-Jobstown	10,336.27
" "	Hancocks Cor.-Jobstown	750.00
" "	Marlton & Kresson Road	3,000.00
" "	Naylor's Corner	3,750.00
Gloucester County,	Tomlin Station Rd.,Sec. 2	3,000.00
" "	Pitman-Richwood-Mullica Hill, Section 1	4,500.00
" "	Swedesboro-Harmoney School	4,500.00
" "	Bridgeport-Gibbstown	3,000.00
" "	Glassboro Road	7,750.00
" "	Bridgeport-Mullica Hill	2,250.00
Hunterdon County	River Road	5,000.00
" "	Barbertown-Delaware Line Rd.	20,000.00
Mercer County	Old York Road	12,500.00
" "	Franklin Cor. Road	9,200.00
" "	Province Line Road	3,300.00
Monmouth County	Bangs Avenue	12,000.00
" "	Road from Church Cor. at New Monmouth to Middletown State Highway	7,000.00
" "	Allenwood-Lakewood	6,000.00
Salem County	Telegraph Road	4,500.00
" "	Acton Station Road	4,500.00
" "	Willow Grove Road	1,500.00
" "	Garden Road	2,500.00
" "	Daretown-Woodstown	4,500.00

Salem County	Harrisonville-Lighthouse-Cemetary	$ 7,500.00
Sussex County	Tranquillity-Andover	18,586.66
" "	Hainesville-Montague	6,413.34
Warren County	Carpenterville-Alpha	7,000.00
" "	Brass Castle Road	9,000.00
" "	Haxen-Cornish Road	9,000.00
Camden County	Blue Anchor-Brooklyn-Sicklerville	12,000.00
" "	Spring Road	2,100.00
" "	Walker Road	2,700.00

This was seconded by Mr. Jelin and adopted.

Township Aid - General

Mr. Kidde moved that Mr. Reed be directed to communicate with the other counties in which the applications do not total $25,000.00 requesting that they forward additional applications to bring the total up to the $25,000. in order that the Commission may exercise some choice as to roads on which the money is to be used, and that he present a report on same at the next meeting. This was seconded by Mr. Jelin and adopted.

Township Aid, Pittsgrove Twp., Salem Co

On motion by Mr. Jelin, seconded by Mr. Kidde, there was apportioned to Garden Road, Pittsgrove Township, Salem County, the sum of $2500.00 from the township aid savings account, this together with the $2500.00 of 1924 moneys making a total of $5,000.00 of township aid to be apportioned to Pittsgrove Township, Salem County, for the use of Garden Road.

Alpha Borough Road

Mr. Jelin presented the matter of the request of Alpha Borough for aid to the extent of $25,000.00 in the construction of road through that Borough, which road had been used as a detour during the construction of Route #9, He moved that $25,000.00 be contributed toward this plan which he understands involves a total expenditure of $75,000.00 on this road, and that they be requested to submit the entire proposition to the Commission for approval of the plans and specifications. This was seconded by Mr. Kidde and adopted, the funds to be taken from the motor vehicle account.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission adjourned at 5:30 to meet in regular session on September 11th, 1923.

Respectfully submitted,

A. Lee Grover, Secretary.

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MINUTES OF MEETING- September 11, 1923.

A regular meeting of the State Highway Commission was held at the office of the Commission, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, September 11, 1923. The meeting was called to order at 11:00 A.M.

Present: General H. L. Scott, Chairman, Mr. Walter Kidde
and Mr. Percy H. Stewart.

Absent: Mr. Jelin.

Route 11, Main St., Clifton, Sections 1 and 2.

Mr. Edward Maxson, Commissioner of Banking and Insurance, appeared before the Commission, representing Mr. W. T. Brackett, the contractor on Route 11, Main St., Clifton, Passaic County, which contract the Commission had refused to approve. Mr. Maxson stated that he had gone into this matter quite thoroughly and his opinion was that the bid was not too high, taking into consideration the conditions which exist on this section as to the trolley tracks and the manner of handling traffic during construction. He urged that the Commission rescind their former action and give permission for Passaic County to approve of this contract. Mr. Garwood Ferguson, County Engineer, was also present and stated that while the bid on this work was higher than they had expected, they felt that the contract should be awarded, inasmuch as the contract for the paving of the trolley tracks had already been awarded and this work was being held up; also the condition of the street was such that something had to be done before the winter set in. Major Sloan stated that he felt that the bid on the asphalt surface on this work was entirely too high and did not see how the Commission could approve the same. He stated, however, that he realized the emergency which existed and the need for this improvement and would recommend that the Commission approve of the contract, with the understanding that the item of sheet asphalt surface pavement be eliminated therefrom at the contract price. Mr. Kidde moved that the recommendation of the State Highway Engineer be approved and that the Commission approve of the award of contract for Route 11, Section 1 and 2, Main Street, Clifton, if the item of sheet asphalt surface is eliminated therefrom at the contract price, it being understood that the sheet asphalt paving will be readvertised next spring and that fullest possible competition will be obtained thereon. This was seconded by Mr. Stewart and adopted.

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Bids ✓

The Secretary advised that bids had been advertised on two projects to be received at 11:00 A.M. Standard Time, on this date. On motion by Mr. Kidde, seconded by Mr. Stewart, the regular order of business was suspended in order that these bids might be opened.

Nichol Ave., Extension-
New Brunswick ✓

Bids were received and read for the construction of Nichol Ave. Extension in the City of New Brunswick, the following bids being received, based on Engineer's estimate of $9,732.00.

T. H. Riddle, New Brunswick, N.J.	104%
Utility Construction Co., New Brunswick	100.2

Whites Bridge, Route 8, Section 3 ✓

Bids covering the construction of Whites Bridge over the Pequannock River on Route 8, Section 3, was read, the following bids being submitted:

Arnolt-More, Inc., Newark, N. J.	40,500.00
F. W. Schmiers, Jr. Co., New York	54,500.00
S.S.Thompson & Co., Red Bank, N.J.	[illegible]
L.J.Sieling, Red Bank, N.J.	58,870.00
Linde & Griffith Co., Newark, N.J.	[illegible]

Requests for Aid
Lakewood-New Egypt Road, Ocean Co. ✓

Mr. Kidde moved that the regular order of business be resumed and that Mr. Savage, Director of the Board of Freeholders of Ocean County, who was present, be granted a hearing. This was seconded by Mr. Stewart and adopted. Mr. Savage appeared before the Commission in reference to the Lakewood-New Egypt Road, stating that Ocean County was desirous of improving same and asking whether the Commission would approve of their using a portion of their motor vehicle moneys on this road for the construction of a half width road to be so constructed as to crown, etc., that the other half could be laid at some later date, their idea being that in this way they would be able to improve a longer stretch than would be possible if they attempted to construct a full width pavement, and they felt this would be desirable inasmuch as this road is practically impassable at certain times of the year. Mr. Kidde inquired as to when they felt they would be able to complete this project and after a considerable discussion as to this and as to the question of whether it would be possible to protect the edge of this half width pavement until such time as the other half was laid,

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Mr. [illegible] was advised that he should go over this whole matter with Mr. [illegible] to prepare a statement as to the probably expense of the project, the status of their motor vehicle funds, etc. and to submit same to the Commission at a later time.

Cape May-Lewes Ferry ✓

Mr. Kidde reported an interview which he and General Scott had had with the Mayor of Cape May City this morning with reference to the Cape May-Lewes Ferry, who had invited the Commission to come to Cape May and look over the situation. Mr. Kidde further stated that they had advised the Mayor of Cape May City that before meeting with them they would like them to submit a report to the Commission as to what the traffic would be over this Ferry, the results that might be expected from the opening of same, and what type of boat would be necessary. He was further advised that the Commission would be much better pleased with the operation of this ferry as a private enterprise, the Commission to provide the docking facilities and approaches only. The Mayor had advised that he would have a brief prepared and submit same to the Commission within a couple of weeks. This report was for information only, no action being required.

Amboy Bridge-New,
Federal Aid Project #20. ✓

The Secretary advised that bids had been advertised to be received at twelve o'clock noon for the construction of the new Amboy Bridge, Federal Aid Project #20, and on motion by Mr. Kidde, seconded by Mr. Stewart, the Commission suspended its regular order of business to receive bids on the Amboy Bridge. There were three bids submitted and read as follows:

Frederick Snare Corporation, New York City -

Item A:	For entire structure	$3,934,000.00
" B:	With elimination of trolley work	3,890,000.00
" C:	" " " surface pavement	3,872,000.00
" D:	" " " trolley work & surface.	3,838,000.00

Stillman-Delehanty-Ferris Co., Jersey City, N. J.

Item A:	For entire structure	$4,444,696.34
" B:	With elimination of trolley work	4,389,696.40
" C:	" " " surface pavement	4,384,696.14
" D:	" " " trolley work & surface.	4,329,696.14

Patrick McGovern, Inc., New York City.

Item A:	For entire structure	$4,933,011.13
" B:	With elimination of trolley work	4,848,011.00
" C:	" " " surface pavement	4,793,011.00
" D:	" " " trolley work & surface.	4,878,011.00

Mr. Kidde moved that these bids be received and that all the bids be turned over to Mr. C. W. Hudson, Supervising & Designing Engineer, for his study and the submission of a report with recommendations on same at a later meeting of the Commission. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission adjourned for luncheon to meet in regular session at 2:30 P.M.

The Commission reconvened at 2:30 P.M. as agreed with the same members present as at the morning session.

Mr. James of the Federal Bureau of Public Roads who had been present at the opening of the bids on the Amboy Bridge, came before the Commission and was asked for his opinion on the bids that had been received. Mr. James stated that the bids were considerably higher than they had estimated and the acceptance of the low would entail the expenditure of an additional $800,000.00 over that which had been set up for this project. He further stated that he felt that if their Department were asked to share to the extent of an additional $400,000.00 that the first reaction toward same would be unfavorable inasmuch as there was already considerable opposition to the concentration of such a sum in one place. He stated, however, that the matter of the concentration of funds was over on which the Commission must make the first decision, He suggested that if the bridge was readvertised that better results might be obtained by advertising same in three sections, as sub-structure, super-structure, and fill. In this connection Major Sloan stated that he did not feel that same should be divided into more than two parts as the fill would amount to only approximately $100,000.00. Major Sloan further stated that the condition of the present bridge is such that it is hardly possible to hold same for any length of time and he felt that it was very urgent that the work be undertaken at the earliest moment. Mr. Kidde inquired if all the Federal agreements had been signed and was advised that it would be necessary for the final agreement to be executed after the low bid had been accepted, this agreement being subject to revision. Mr. Kidde also inquired if Mr. James thought that approval could be obtained if they decided to do away with the granite facing and take a chance on concrete but was informed that the Federal Government would not advise this as their experience had shown that concrete was not desirable near salt water. Mr. James suggested that if it is decided to readvertise that they wait until spring before doing same as he did not feel that any results would be obtained if same was advertised at once. Asked if he thought that better prices might be obtained through a unit bid, Mr. James stated that their experience had been that somewhat better prices were usually obtained by a unit price bid. After considerable further discussion of the whole matter, Mr. Kidde stated that he did not want to ask Mr. James for a recommendation on the matter but that they would appreciate any suggestions that he might make. Mr. James stated that if they decided to accept the low bid and ask for additional Federal Aid, that he would advise them to do so as he felt that it would be possible to obtain his Department's consent to the use of additional funds on this project, should the Commission feel that they wanted to concentrate such an amount of Federal Aid on one project. Asked what he thought the feeling would be, should they accept the low bid and find the additional money from their own funds, Mr. James advised that he did not feel that there would be any opposition to the acceptance of the low bid.

Commendations

Before leaving the meeting, Mr. James stated that he had visited the Fernwood Service Station and desired to compliment the Commission on same, stating that he had visited a great many but this was the best and most fully equipped one that he had ever seen.

Advisory Board-Camden

The Commission went into a conference at this time in order to discuss the matter of Advisory Board, to study the Camden situation. After a short discussion the meeting was declared open and the State Highway Engineer offered his suggestions as to the personnel of an Advisory Board to study the traffic situation in and around Camden. Mr. Kidde then offered the following resolution and moved its adoption:

"WHEREAS, the importance of the project of taking care of the traffic from the approach or entrance of the new bridge over the Delaware River at Camden and its distribution through Camden City and Points north, east and sough throughout the State is such as to require a special study, therefore,

BE IT RESOLVED that the State Highway Commission does hereby appoint an Advisory Board for the special study of this problem, the said Advisory Board to be composed of Major

William G. Sloan, State Highway Engineer, as Chairman, and Charles Fishberg as Secretary to said Board; the County Engineer of the County of Camden, the City Planning Engineer of the City of Camden, and a member of the Board of Engineers of the Delaware River Bridge Joint Commission, and

BE IT FURTHER RESOLVED, that the Board of Chosen Freeholders of Camden County be requested to designate its County Engineer, that the authorities of the City of Camden be requested to designate their City Planning Engineer, and the Delaware River Bridge Joint Commission be requested to designate a member of its Board of Engineers, the said Advisory Board to give its services to the State without remuneration other than its necessary expenses, in view of the public good to be derived from such work, the technical report to be submitted to the State Highway Commission, and

BE IT FURTHER RESOLVED, that the duties of the said Advisory Board shall be to study the problems presenting themselves in connection with the expeditious and economical handling of the volume of traffic which will converge to and diverge from the entrance to the new bridge over the Delaware River between Camden and Philadelphia throughout the zone in which points of congestion, due to such traffic may occur; to give consideration not only to the probable character and amount of traffic to be expected at the time of the opening of the bridge, but also its future character and amount; to devise plans for handling such probable traffic in accordance with the above, such plans to embrace the location of routes and types of construction, to the State Highway Commission."

This was seconded by Mr. Stewart and adopted. ✓

Advisory Board - Shore Traffic

Mr. Kidde then moved that it be noted that the Advisory Board Study of traffic on Route 4, between Perth Amboy and Asbury Park, was presented by the State Highway Engineer and the Commission is taking the matter up for study and further consideration. This was seconded by Mr. Stewart and adopted.

Biddle Creek Bridge, Route 15,
M.P. 37.0

The State Highway Engineer presented a communication from R. J. Mansfield, contractor on the Biddle Creek Bridge at M.P. 37.0 on Route 15, and recommended that same be accepted. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the acceptance of Biddle Creek Bridge at M.P. 37.0 on Route 15, R. J. Mansfield, contractor.

Right of Way, Route 10, Section 1-B

Mr. A. D. Beebe appeared before the Commission in reference to property which has been taken on Route 10, Section 1-B, but on which title has never been acquired. Mr. Meeker advised the Commission that they had not been able to secure title to same due to the fact that they had been misinformed as to the owner of the same. They had offered $1500.00 for the property in the beginning and the taxes and accrued interest would now make the total price $1800.00. He further stated that Mr. Beebe had agreed to furnish a clear title for $2,000.00 if we will convey to him a small triangular strip on the lower portion of the lot, otherwise he would ask $2,250.00, his proposition being that he will accept $2,000.00, giving the Commission until April 1, 1924 to deliver the small triangular portion in lieu of the additional $250.00; otherwise the $250.00 to be paid if the Commission is unable to deliver the small parcel of land. After considerable further discussion of the matter, Mr. Stewart advised Mr. Beebe that inasmuch as the entire Commission was not present they could not give him a definite answer until the matter had been taken up with the entire Commission, and they would endeavor to give him reply after the next meeting.

Route 4, Toms River

The Secretary presented a communication from Hon. Thomas Mathis, State Senator, in refernece to the proposed change of alignment of Route 4, through Toms River, and requesting advice as what is going to be done. State Highway Engineer Sloan presented a report on this matter advising that while this was not in the program for this year, he felt that a new line was desirable as it would eliminate two grade crossings. After some discussion on the matter, Mr. Kidde moved that Senator Mathis' letter be acknowledged and that he be advised that while the matter has not been definitely decided, it is the opinion of the Commission that same new line should be adopted in order to eliminate the two grade crossings. This was seconded by Mr. Stewart and adopted.

Route Numbers ✓

The Secretary presented a letter that had been received by the Chairman from Mr. W. A. VanDuzer of the Pennsylvania State Highway Department, requesting that a conference be arranged with a representative of the Commission in reference to the renumbering of routes in order that a scheme might be worked out whereby inter-state routes would have the same numbers. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this communication be acknowledged with the advice that they feel that such a conference would be futile inasmuch as the route numbers in New Jersey are designated by the Legislature and the State Highway Commission has no jurisdiction over same.

Route 4, Manasquan ✓

The Secretary presented a resolution from the Borough of Manasquan together with an agreement covering the extra width pavement to be paid for by the Borough of Manasquan on Route 4 through that Borough. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the entering into an agreement with the Borough of Manasquan for the extra width pavement on Route 4 through the Borough of Manasquan, the said extra width to be paid for by the Borough of Manasquan.

Route 4, Alignment ✓

The Secretary presented a communication from Mr. W. L. Morgan, together with a petition concerning the realignment of Route 4, at the Manasquan River, advising that they favored the proposed relocation of the bridge. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered acknowledged with thanks and placed on file.

Route 4, Alignment ✓

The Secretary presented a communication from Mr. Howard M. Folk, Secretary of the Manasquan River Golf and Country Club, together with a petition favoring the line of Route 4, at the Manasquan River as at present laid out. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered acknowledged with thanks and placed on file.

Dover-Mt. Freedom Road, Randolph Township, Morris Co.

The Secretary presented a communication from Hon. Arthur Whitney, concerning the application of Randolph Township for aid on the Dover-Mt. Freedom Road. In connection with this matter the State Highway Engineer advised that this was one of the applications from the townships of Morris County which was approved, and recommended that the Commission approve of the allotment as requested. Mr. Kidde moved that the application of Randolph Township, Morris County, for township aid on the Dover-Mt. Freedom Road, to the amount of $12,000.00 State's share, be approved. This was seconded by Mr. Stewart and adopted.

Permits

The Secretary presented a communication from Charles Pettinos of Millville, New Jersey, requesting permission to install a railroad siding to their gravel pits on State Highway Route 15. Mr. Stewart stated that he would like to have some drawings showing the proposed location, together with further information, and moved that the matter be referred to the State Highway Engineer for further investigation and report on same at a later meeting. This was seconded by Mr. Kidde and adopted.

Proposed Routes

The Secretary presented a resolution from the Cape May County Board of Freeholders requesting the early paving with hard surface of the road from Rio Grande to Millville. Mr. Kidde moved that this resolution be acknowledged and the Cape May County Board advised that the matter has been brought to the attention of the Commission and same is being considered together with other requests of a similar nature. This was seconded by Mr. Stewart and adopted.

R. B. Gage - Increase

The Secretary presented a communication from the Civil Service Commission concerning increase in compensation for Mr. R. B. Gage as approved by the State Highway Commission. The Secretary further advised that he had been in conversation with Civil Service Commissioner Devereux this morning who had suggested that the matter be again referred to the Civil Service Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this matter be again presented to the Civil Service Commission.

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Proposed Routes

State Highway Engineer Sloan presented to the Commission a report on additional routes to be taken over by the Commission, including new routes and those designated by the Legislature at the last session, together with his recommendations thereon. This matter was presented for the information of the Commissioners only in order that they might be able to give same further consideration at a later date.

White's Bridge,
Route 8, Section 3.

The State Highway Engineer reported on bids received this morning for the construction of White's Bridge over Pequannock River on Route 8, Section 3, and recommended that the contract be awarded to the low bidder. Mr. Kidde thereupon offered the following resolution and moved its adoption:

> RESOLVED, that the contract for the construction of Route 8, Section 3, White's Bridge over Pequannock River, be and the same is awarded to Arnolt-More Inc., of Newark, New Jersey, the low bidder for the sum of $40,300.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

This was seconded and adopted.

Nichol Ave., Extension, New Brunswick

The State Highway Engineer reported on bids received this morning for the construction of Nichol Avenue Extension, approach to Women's College, New Brunswick, on which T. H. Riddle had submitted the low bid, and recommended that the award of this contract be held over until the next meeting. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the State Highway Engineer's recommendation and directed that the award of contract on Nichol Avenue Extension be held over until the next meeting.

Route 4, Section 22, Main St., Asbury Pk.

The State Highway Engineer presented plans and specifications for the construction of Route 4, Section 22, Main St., Asbury Park, and recommended approval of the plans and specifications and order to advertise. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of the plans and specifications for the construction of Route 4, Section 22, Main St., Asbury Park, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for this work.

Route 9, Section 12, ✓
North Avenue, Plainfield

The State Highway Engineer presented plans and specifications for the construction of Route 8, Section 12, North Avenue, Westfield, and recommended the approval of plans and specifications and order to advertise. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of the plans and specifications for the construction of Route 8, Section 12, North Avenue, Westfield, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for this work.

Route 8, Section 2, ✓
Montclair-Verona.

The State Highway Engineer presented plans and specifications for the construction of Route 8, Section 2, Montclair-Verona, and recommended the approval of plans and specifications, and order to advertise. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of the plans and specifications for the construction of Route 8, Section 2, Montclair-Verona, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers as approved by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for this work.

✓
Long Valley-Hunterdon County Line Rd.

The State Highway Engineer submitted a report with recommendation in connection with bids received from the Long Valley-Hunterdon County

Line Road, Morris County, State Aid, paving contract, on which Morris County had rejected all bids and requested the Commission's approval of this rejection. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the Morris County Board of Freeholders be advised that the Commission is desirous of discussing this matter in connection with the general road situation in Morris County and suggested that this matter be taken up at the time of the meeting at Morristown on Friday. This was seconded by Mr. Stewart and adopted.

Route 5, Section 8,
Barkers Corner-Great Meadows

The State Highway Engineer submitted a resolution from the Warren County Board of Freeholders, granting an extension of time to Salmon Brothers, on their contract for Route 5, Section 8, for a period of 40 days and recommended that an extension of 20 working days be approved, and that the Board of Freeholders be advised that no further extension will be granted. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an extension of time of 20 working days to Salmon Brothers, contractors on Route 5, Section 8, and directed that the Warren County Board of Freeholders be advised that no further extensions will be granted.

Route 10, Section 5,
Hudson St., Hackensack.

The State Highway Engineer recommended that the Commission accept the completed work on Route 10, Section 5, Hudson Street, Hackensack, George M. Brewster & Son, contractors, this work having been before the Commission at an early date, due to deficiency in bituminous content, and the contractor has furnished a guarantee bond for a period of five years from date, guaranteeing the section of road between Stations 38 and 44. In view of the above report, Mr. Kidde moved that the Commission accept the completed work on Route 10, Section 5, Hudson Street, Hackensack, George M. Brewster & Son, contractors. This was seconded by Mr. Stewart and adopted.

Route 4, Section 5-A,
Maple Avenue, Red Bank.

The State Highway Engineer recommended that an extension of time be granted William P. McDonald Construction Company, contractors on Route 4, Section 5-A, Maple Ave., Red Bank, to July 15th, on which date the work was completed. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the granting of an extension of time to William F. McDonald Construction Company, contractors on Route 4, Section 5-A, Maple Avenue, Red Bank, to July 15th, the date of completion.

Route 4, Section 5-A,
Maple Avenue, Red Bank.

The State Highway Engineer recommended the acceptance of the completed work on Route 4, Section 5-A, Mapel Avenue, Red Bank, William F. McDonald Construction Company, contractors, the work having been completed on July 15th. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission accepted the completed work on Route 4, Section 5-A. Maple Avenue, Red Bank, William F. McDonald Construction Company, contractors.

Right of Way,
Route 2, Section 4, Burlington

The State Highway Engineer presented purchase agreements for property on Route 2, Section 4, and recommended purchase of Parcels #1, #1-A, and #1-B, from the U. S. Cast Iron Pipe & Foundry Co. for $887.75. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the purchase of Parcels #1, #1-A, and #1.-B, on Route 2, Section 4, Burlington, from the U. S. Cast Iron Pipe & Foundry Co. for the sum of $887.75.

Right of Way,
Route 5, Section 10, Chatham to
Brantwood.

The State Highway Engineer submitted purchase agreement for Parcel #3 on Route 5, Section 10, Chatham to Brantwood, and would recommend purchase of same from Ernest K. and Annie E. Speiden, for the consideration of $500.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission authorized the purchase of Parcel #3 on Route 5, Section 10, Chatham to Brantwood, from Ernest K. and Annie E. Speiden, for the consideration of $500.00.

Right of Way,
Route 4, Section 20, Manasquan-
Sea Girt.

The State Highway Engineer submitted purchase agreements and recommended purchase of Parcel #23, Route 4, Section 20, Manasquan-Sea Girt Section, from H. L. Davis, for the consideration of $384.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission authorized the purchase of Parcel #23 on Route 4, Section 20, Manasquan-Sea Girt, from H. L. Davis, for the consideration of $384.00.

Morris Canal Reports

The State Highway Engineer, in accordance with the request of the State Highway Commission, presented a report from the Bridge Division on the matter of bridges on State Highways over the Morris Canal. Mr. Kidde moved that the report be received and laid on the table for the present, the papers in the matter being referred to Commissioner Kidde to be brought up at a later meeting. This was seconded by Mr. Stewart and adopted.

War Surplus Equipment.

The State Highway Engineer presented an application from the Department of Institutions & Agencies, requesting that the Commission turn over to them two Delco Lighting units for institutional use. In this connection, the State Highway Engineer advised that this Department has six such units taken over as war surplus material, for which this Department has no particular use. Mr. Kidde moved that the Department of Institutions & Agencies be loaned the two sets as requested, the same to be returned upon request, and that they advise the Commission as where the sets are and guarantee good care of same. This was seconded by Mr. Stewart and adopted.

Long Valley-Hunterdon County Line Road

The State Highway Engineer recommended approval of extension of time to July 1, 1923, on the grading contract on the Long Valley-Hunterdon County Line Road, Morris County, this work having been accepted by the Commission and this matter being for completion of records only. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an extension of time to July 1, 1923, on the grading contract on the Long Valley-Hunterdon County Line Road, this being for completion of the records only.

Request for Aid, Boro of Frenchtown.

The State Highway Engineer presented a report on the request for aid by the Borough of Frenchtown in the amount of $15,000.00 and recommended that action be held in abeyance pending receipt from Hunterdon County of a request for aid from the 1924 Motor Vehicle funds, in order that the total allotment for Hunterdon County may be appropriated where most needed. Mr. Kidde moved that the recommendation of the State Highway Engineer be adopted, and that the request of the Borough of Frenchtown for aid in the amount of $15,000.00 be held in abeyance, pending receipt from Hunterdon County of a request for aid from the 1924 Motor Vehicle funds.

Washington-Oxford-Karrville Road,
Mansfield Township, Warren Co.

The State Highway Engineer presented specifications and contract for the Washington-Oxford to Karrville Road, Mansfield Township, Warren County, Township Aid, and recommended approval of same. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the contract and specifications for the Washington-Oxford to Karrville Road, Mansfield Township, Warren County, Township Aid.

Moorestown Pike, Section 2,
Camden County, M.V.A.

The State Highway Engineer recommended approval of contract for the Moorestown Pike, part of Section 2, from Cove Road to Delaware River R. R. Bridge, Camden County, Motor Vehicle Aid, the specifications having been approved on August 3, 1923. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the contract for the improvement of the Moorestown Pike, part of Section 2, from Cove Road to Delaware River R.R. Bridge, Camden County, the work to be done from the Motor Vehicle account.

Township Aid Cancellation

The State Highway Engineer recommended cancellation of Township Aid as follows: Crystal Lake Avenue, Haddon Township, Camden County, $500.00; Tabernacle Road, Lower Township, Cape May County, $7.37. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer for cancellation of the following Township Aid:

Crystal Lake Avenue, Haddon Township, Camden County.....	$500.00
Tabernacle Road, Lower Township, Cape May County........	7.37

Centerville-Three Bridges Rd.
Hunterdon County

The State Highway Engineer recommended approval of an extension of time to October 8th, 1923, on the Centerville-Three Bridges Road, Readington Township, Hunterdon County, Township Aid. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of an extension of time to October 8th, 1923, on the Centerville-Three Bridges Road, Readington Township, Hunterdon County, Township Aid.

Newton-Swartswood Road, Hampton Township, Sussex County

The State Highway Engineer recommended approval of Township Aid force account agreement for the Newton-Swartswood Road, Hampton Township, Sussex County. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of force account agreement for the Newton-Swartswood Road, Hampton Township, Sussex County.

Weymouth Road, Landis Township, Cumberland County

The State Highway Engineer submitted final statement of work and expenditures on Weymouth Road, Landis Township, Cumberland County, Township Aid, and recommended approval of same. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the final statement of work and expenditures on Weymouth Road, Landis Township, Cumberland County, Township Aid, the work having been done under force account.

Detour-Route 4, Section 10, Sea Girt - Belmar.

The State Highway Engineer submitted a proposed official detour for Route 4, Section 10, Sea Girt to Belmar, and recommended the adoption of same. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following as the official detour for Route 4, Section 10, Sea Girt-Belmar:

> "Beginning at Shark River Bridge and running southerly on F Street, Belmar, approximately 0.7 of a mile to the southerly city line of Belmar; thence southerly on Third Avenue through Wall Township approximately 0.5 miles; thence southerly on Third Avenue in Spring Lake approximately 0.3 miles; thence westerly on Brighton Avenue, Spring Lake, approximately 0.27 miles; thence southerly on Fifth Avenue, Spring Lake, approximately 0.3 miles; thence easterly on Warren Avenue, Spring Lake approximately 0.1 miles; thence southerly on Fourth Ave., Spring Lake, approximately 0.6 miles; thence westerly on Prospect Avenue, Spring Lake, approximately [illegible] of a mile; thence southerly on Wall Street, Spring Lake, 0.15 of a mile; thence westerly on Lake Avenue, Spring Lake, approximately 0.1 miles to bridge over Wreck Pond on Main Street.

Route 13, Section 6,
Lawrenceville-Princeton.

The State Highway Engineer presented an agreement with the Trenton and Mercer County Traction Corporation covering relocation of their tracks in Lawrenceville on Route 13, Section 6, and recommended that the Commission authorize execution of same. Mr. Stewart moved that the Commission approve of the said agreement with the Trenton and Mercer County Traction Corporation covering relocation of their tracks in Lawrenceville on Route 13, Section 6, and that the Chairman be authorized to execute on behalf of the Commission. This was seconded by Mr. Kidde and adopted.

Permits-Traffic Signals ✓

The State Highway Engineer presented a communication from the Borough of Somerville with a request for permission to erect two fixed traffic signals on Route 9, Somerville, and recommended that this request be denied. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the request of the Borough of Somerville for permission to erect two fixed traffic signals on Route 9, Somerville, be denied.

Right of Way, Route 2, Sec. 4,
Burlington

The State Highway Engineer submitted purchase agreements and recommended purchase of the following property needed for Right of Way purposes on Route 2, Section 4, Burlington. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the purchase of the following property on Route 2, Section 4, Burlington, as recommended:

Parcel #14, Est. Joseph Fleetwood -	consideration.....	$4,011.00
Parcel #13, Burlington Silk Mills -	"	1,000.00
Parcel #12, Jacob Ellis	"	400.00
Parcel # 5, & #5-A, E.H.Russell & Chas.Warner	"	208.40

Right of Way, Route 2, Sec. 4,
Burlington

The State Highway Engineer submitted a report on purchase of Parcel #2, from Kazimierz, required for construction purposes on Route 2, Section 4, on which they refused to negotiate with the Department at our estimate, and recommended that authority be given to make a formal offer of $200.00, and upon refusal, condemnation be instituted. Mr. Stewart moved that the recommendation of the State Highway Engineer

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be approved and that authority be granted by the Commission to make a formal offer of $250.00 to Kazimierz & Pauline Czepiel for their property that is required for construction purposes on Route 2, Section 4, and that upon refusal, that condemnation be instituted. This was seconded by Mr. Kidde and adopted.

Route 9, Section 9-A,
Still Valley-Bloomsbury.

The State Highway Engineer recommended that an extension of time of six weeks to October 15th, 1923, be granted to the Bernard E. Tighe Contracting Co. for the completion of their contract on Route 9, Section 9-A, due to the fact that certain conditions show that it is desirable to install some additional pavement, curb and gutter in order to improve drainage conditions. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission granted an extension of time to the Bernard E. Tighe Contracting Co. for six weeks to October 15th, 1923, on their contract for the construction of Route 9, Section 9-A.

Employments

The State Highway Engineer presented a report of employments made since the last meeting of the Commission and recommended the Commission's ratification of the same. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the following employments as made since the last meeting of the Commission.

Sept. 7,	Michael Krehs,	Office Boy	$ 40.00	per mo.
" 1,	Chas. F. McKierman,	Hgwy. Inspector	135.00	
" 1,	J. R. Betts,	Rodman	90.00	
" 8,	Winefred Brady,	Clerk-Stenographer	80.00	
" 8,	Geo. W. Oakes,	Engineering Draftsman	125.00	
" 1,	Joshua Foster,	Grav. Patrolman	75.00	
" 1,	Van Dorn Hendrickson	Bridge Patroler	100.00	
" 10,	J. R. Hunt,	Clerk Typist	80.00	

Hourly Basis

Aug. 20,	S. Veres,	Truck Driver	$ .40	per hr.
" 20,	Paul Ditton,	" "	.40	
" 22,	W. J. McDonough,	" "	.45	
Sept. 4,	Herbert Kaufman,	Assistant (Garage)	.40	

Respectfully submitted,

A. LEE GROVER,

Secretary.

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MINUTES OF MEETING - Sept. 18, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 18, 1923. The Meeting was called to order by Chairman Scott at 10:30 A. M.

Present: Gen. H. L. Scott, Chairman; Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin. ✓

Commissioner Kidde, after the meeting was opened, called the attention of the Commissioners to the fact that a complaint had been received by him from the officials of one of the counties to the effect that when they desired to see the Commission at Trenton, it is often necessary for them to wait many hours before being granted an audience, and he moved that the Secretary be directed to write to each of the Boards of Freeholders in the State advising that the Commission desires to relieve them of the annoyance of waiting a long time for a hearing, and would ask their cooperation toward this end by writing the Secretary several days beforehand explaining the nature of the subject to be discussed, when a definite time of appointment will be made; all of this being done in order to expedite the business of the Commission. This was seconded by Mr. Stewart and adopted.

Route 9, Section "B",
Plainfield. ✓

Commissioner Stewart reported that he had made an inspection of Route 9, Section "B" through Plainfield, and he was prepared to recommend the acceptance of same. He, therefore, moved the adoption of the following resolution:

> RESOLVED, that the State Highway Commission does hereby accept the completed work on Route 9, Section "B", through Plainfield, in accordance with the terms of the Reimbursement Act.

This was seconded by Mr. Jelin and adopted.

Route 3, Section 5,
Sussex-Unionville. ✓

Commissioner Kidde reported that he had inspected Route 3, Section 5, Sussex-Unionville Section in Sussex County, Kavanaugh & VanKeuren, contractors, and in view of the fact that he understood that the final papers were not yet entirely satisfactory to the State

Highway Engineer, he would move that the State Highway Commission accept the completed work on Route 8, Section 5, Sussex to Unionville, subject to the final papers coming through in proper shape and satisfactory form. This was seconded by Mr. Stewart and adopted.

Route 5, Section 6,
Speedwell Ave., Morristown ✓

Commissioner Kidde reported that accompanied by Commissioner Jelin and State Highway Engineer Sloan he had attended a hearing which had been held at the Aldermen's rooms, Morristown, on Friday, September 14, 1923, with representatives of the Town of Morristown, headed by Mayor Pettit; with representatives of the Board of Freeholders of Morris County, headed by Mr. Abell: and in addition there were present Senator Whitney, representatives of the Chamber of Commerce of Morristown, and a number of citizens. This hearing was held for the purpose of arriving at some disposition of the trolley track paving through Speedwell Avenue, Morristown, on Route 5, Section 6. Commissioner Kidde informed the Commission that the Town of Morristown had set forth its position, in a communication, stating that it was felt that the municipality had no legal grounds for offering any aid upon a State highway.

The town authorities were advised of a number of instances in which this work had been done through municipalities and partial payment made by the municipal authorities. After general discussion it was suggested by the Freeholders of Morris County that they would be willing to share 15% of the total cost estimated at $120,000.00 if the State would pay 60% and the municipality the remaining 25%. This was followed by a conference of the Mayor and Aldermen of Morristown, after which an offer was made by the city of $20,000.00 in a flat sum instead of the 25% which would be $30,000.00. Both the county authorities and the State Highway Commissioners were unwilling to accept the offer of the municipality and the meeting adjourned without anything definite having been accomplished.

Commissioner Kidde took occasion to answer the criticism made by the municipality that the condition of the tracks was due to the work of the contractor, by saying that the work as completed by the contractor was necessary in order to insure a satisfactory drainage and good grade for the pavement. He further advised that the trolley company authorities had expressed their willingness to raise their tracks to the new grade and to install steel tie construction, and it was further discussed that in the event a suit is undertaken against the Traction Company in the matter of reimbursement for pavement work and an award is given to the State, then this sum would be distributed between the State, County and Municipality on a pro rata basis.

Amboy Bridge (New)

Commissioner Jelin informed the Commission that he had invited Mr. O'Connell, a member of the Board of Appraisers for the Amboy Bridge property, to come before the meeting with a report of the appraisers which was now complete. Mr. O'Connell appeared before the Commission and explained the methods by which the appraisers ascertained the values on the land and buildings of the Pardee Tile Works, The National Fire-Proofing Company and the Dennell Lumber Company. He presented to the Commission a typewritten report of investigations and findings. Commissioner Kidde inquired of Mr. O'Connell whether, in the event of condemnation, the appraisers stood ready to confirm all the figures arrived at and Mr. O'Connell reported that the appraisers held themselves in readiness at any time to report to the Commission, or to appear as expert witnesses in condemnation proceedings.

Right of Way Engineer Meeker, who was present at this meeting, informed the Commission that the proper procedure would be for offers to be made to the various parties from whom the property is to be acquired and that a request be made that they sign an agreement with the State at a certain figure and in the event these offers are not accepted, then the Commission should authorize condemnation proceedings to be entered into. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the report of the apprisers for the Amboy Bridge property, be received and referred to the Right of Way Engineer for investigation and report to the Commission his recommendations as to offers to be made for property needed for right of way purposes for the New Amboy Bridges.

Route 16, Section 6-A.

Right of Way Engineer Meeker informed the Commission that Mr. Chester H. Lane, Attorney for the Childs estate and others interested in property on Route 16, Section 6-A, at VanDorn's Mills, was present

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and desired a hearing. On motion duly seconded a hearing was granted. Mr. Land appeared before the Commission and urged the Commission to consider purchasing all the remaining parcels of land needed for the realignment of Route 16, Section 6-A, VanDorn's Mills. He spoke of his own activity in assisting Mr. Meeker in securing advantageous prices on various parcels of land in view of the fact that the Childs were interested in securing the new improvement. Mr. Meeker informed the Commission that agreements had been secured for all of the land needed with the property of David Strauss, the Somerset Crystal Spring Company, and Heman Childs. He informed the Commission that he understood that Mr. David Strauss was ready to accept $315.00 for his property and on motion by Mr. Kidde, seconded by Mr. Stewart, the Commission authorized the purchase of property needed on Route 16, Section 6-A, from Mr. David Strauss for the sum of $315.00. With respect to the property of the Somerset Crystal Spring Company, known as the Hames property, an offer had been made of $303.25, but the least amount which the owner would consider was $1000.00, claiming that the remaining money represented damage to the values of the property. Mr. Land spoke on behalf of Mr. Hames in this case stating that he believed that the $1000.00 asked was very much below the value of the damage done. On motion duly seconded the Commission directed that the purchase of the Hames and Heman Childs properties be laid over until the next meeting. This was seconded by Mr. Jelin and adopted. Mr. Jelin advised the Commission that he would view the property before the next meeting.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission adjourned for luncheon at 12:30 to meet in regular session again at 2:00 P.M.

The meeting was again resumed at 2:00 P.M. as agreed, with the same members present as at the morning session.

Vehicular Tunnel ✓

Commissioner Jelin informed the Commissioners that he had received an opinion concerning the interpretation of the word "entrance" as affecting the Vehicular Tunnel Plaza situation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be received and placed on file for the information of the Commissioners only, this action also carrying with an expression of thanks to Commissioner Jelin for his courtesy in the matter.

Amboy Bridge,
Federal Aid Project #20.

State Highway Engineer Sloan presented to the Commission a report on the bids received, from Mr. Hudson, Supervising and Designing Engineer for the new Amboy Bridge, Federal Aid Project #20, in which report it was recommended that all bids be rejected due to the fact that the price was excessive for the work. State Highway Engineer Sloan informed the Commission that he also had thoroughly investigated the figures as submitted by the lowest bidder and he was prepared to recommend to the Commission that they reject all the bids submitted and readvertise. Commissioner Kidde informed the Commissioners that the low bidders would have representatives at this meeting to explain the bids submitted. The Secretary informed the Commission that Messrs. Skillen and Buttenheim, representing the Frederick Snare Corporation, were present and desired a hearing relative to their low bid on the Amboy Bridge. On motion duly seconded, the hearing was granted. Mr. Buttenheim informed the Commission that he was Vice-President of the Frederick Snare Corporation and that he had come down for the purpose of answering any questions the Commissioners might have with regard to their bid as submitted. Chairman Scott informed the visitors that the reports of both the State Highway Engineer and the Special Consulting Engineer consider the bids as submitted entirely too high for the Commission to award a contract upon, and the Commission was considering the reletting of the contract after changes are made in the specifications which would tend to give a lower price. Mr. Skillen, also a Vice-President of the Frederick Snare Corporation, offered the Commission the privilege of going over each of the items of the bid submitted by his corporation, in order that they might ascertain that the profit expected from the work was not excessive. Mr. Buttenheim at some length went into the various items affecting the bid. He explained the dangerous character of the caisson work and the fact that his company had arranged to secure the services of an expert Consulting Engineer on all of this pneumatic work. Furthermore, they had arrangements made for letting the steelwork to the American Bridge Company, which would guarantee a first-class job. They estimated that the profit allowed to themselves on this work would not reach 10% of the total cost price. Commissioner Jelin stated that in view of the conclusions of the Engineers of the Commission, it would be possible for the State Highway Commission to let contracts in so great an amount of money contrary to their recommendations. Commissioner Kidde stated that he had hoped that the visit of the contractors would bring the Commission some ideas as to the way in which the contract costs could be reduced. Chairman Scott stated that he had been very glad to give the Frederick Snare Corporation a full opportunity to present its case before the Commission and he expressed the hope that the Corporation would submit a bid when the same was again advertised for. The Commission promised that careful consideration would be given to the statements made before any final action was taken. After Messrs. Skillen and Buttenheim had departed, Chairman Scott requested the pleasure of the Commission on the matter of the award of contract. Commissioner Stewart stated that he was very thoroughly convinced that the Commission should accept the recommendations of its engineering experts and he moved that the bids as received for the new Amboy Bridge, Federal Aid Project #20, be rejected as being entirely too high and that the certified checks of the bidders be returned immediately and that arrangements be made for the readvertisement of this work. Commissioner Kidde stated that he believed the Commission was doing its full duty to the State in taking this action and he seconded the motion of Mr. Stewart. Upon question, the motion was unanimously adopted by the State Highway Commission.

Parcel #30-A, Route 10, Sec. 1-B

The Secretary informed the Commission that Mr. C. D. Beebe was present, following his appearance at the last meeting of the Commission. On motion, duly seconded, the hearing was granted. Mr. Beebe appeared before the Commission and inquired as to what disposition would be made of his proposition for the disposal of Parcel #30-A, Route 10, Section 1-B, which has already been in possession of the State Highway Commission for road purposes for the past two years, but, owing to the title not being in proper shape, could not be paid for until this time. Right of Way Engineer Meeker informed the Commission that Mr. Beebe was desirous of having the Commission return to him a small triangular tract, which he would take care of in order that it would not depreciate the value of other real estate in the vicinity and that he had accepted an offer of $2250.00 for his tract of land and was willing, if the State could deed this triangular piece back to him, to allow $250.00 for the same. Mr. Meeker recommended that the Commission acquire the property at $2250.00 and ascertain whether the small tract could be returned to Mr. Beebe. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #30-A, Route 10, Section 1-B, from Mr. C. D. Beebe, for the consideration of $2250.00, subject to a deduction of $250.00 in the event that the triangular strip known as Lot 4, Block 4, located to the east of the highway, is returned to Mr. Beebe either by legislative authority or other necessary steps to give deed for the same.

Route 18 - Inspection Trip ✓

The Secretary informed the Commission that Mr. J. W. Thier, County Supervisor of Roads of Bergen County, was present in order to arrange for a proposed trip of the Commission on Route 18. Mr. Thier appeared before the Commission and advised that there was an apparent mix-up in the arrangements for the trip into Bergen County, as planned by the State Highway Commissioners in order to view the property of Mr. Rionda, looking toward the construction of scenic roadways on the top of the Palisades. Mr. Thier presented to the Commission the invitation of Mr. Rionda to the State Highway Commissioners and their officers to be his guests at his home on Route 18 in Bergen County, on any day convenient to the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the invitation of Mr. Thier, for Thursday, September 27th, it being the intention to inspect the site at 11:00 A. M. on that date and to dine with Mr. Rionda at 1:00 P.M. Commissioner Kidde suggested to Mr. Thier that the Director of the Board of Freeholders, Mr. Bogert, and former Director, Mr. Roberts, together with himself, also, accompany the Commission on this inspection trip and that any other arrangements as proposed be cancelled at once.

Route 16, Section 3, ✓
and
Route 9, Section 8. ✓

The Secretary presented a memorandum left by Senator Case of Somerset County, concerning the deductions being made on account of non-completion of Route 16, Section 3, and Route 9, Section 8, by

Ralph Sangiovanni within the time limits as approved by the contracts. Senator Case informed the Commission that in view of the fact that the pavement was completed for the traveling public before the expiration of the time limit, and in view of the fact that the Somerset County Board of Freeholders had granted extensions of time to the date of final completion, the Commission should, if possible, remit any penalties imposed upon the contractor. Upon inquiry, the State Highway Engineer informed the Commission that an extension on Route 16, Section 6, had been granted to August 1st and final date of completion was September 4th, while on Route 9, Section 3, the extension was granted to August 15th and actual completion was on September 7th. State Highway Engineer Sloan further stated that he believed that the contractor was negligent in finishing up the work and that a penalty should be inflicted. Commissioner Jelin stated that while it was true that the contractor went beyond the date of completion, yet the roadway was open for traffic and the reason for the additional time was in order to finish up work of guard rail and shoulders. Secretary Grover informed the Commissioners that it was the policy of the former State Highway Commission to approve an extension of time to contractors where roads were open to the traffic even though the finishing work had not yet been done. Commissioner Kidde stated that the contractor in this case had been before the Commission when an award was held up on a new contract and he had, himself, stated that the work on these two jobs would be completed within two weeks from the time he appeared, which would have brought the date up to the middle of August, and he expressed the belief that some penalty should be imposed. Commissioner Jelin stated that any penalty should be in the nature of a warning to the contractors against permitting any of their work to go beyond the time set unless there are reasons beyond their own control, and he moved that the penalty as retained against the two contracts named above be remitted except for a total sum against the two contracts of fifteen days at $40.00 per day, making a total penalty of $600.00 on these contracts. This was seconded by Mr. Stewart and adopted.

Cape May-Lewes Ferry ✓

The Secretary informed the Commission that Senator Bright of Cape May County had been present in the morning and had conferred with

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Chairman Scott on the matter of the Cape May-Lewes Ferry and also concerning the construction of a section of road at Tuckahoe. Chairman Scott informed the Commission that Senator Bright would present his propositions in writing to the Commission at an early date.

White Horse Pike ✓

The Secretary presented a communication from Governor Silzer, concerning the widening and beautification of the White Horse Pike between Camden and Atlantic City in order to make traffic safer, and further in view of the fact that a number of residents along the White Horse Pike would install sidewalks if the road were graded out to the curbs. The Governor further suggested that a hearing be granted to Mr. Charles F. Wise, member of the Board of Freeholders of Camden County, Audubon, N. J. and Mrs. William D. Weikel, Merchantville, N.J., on this matter. On motion duly seconded, the Secretary was directed to invite Mr. Wise and Mrs. Weikel to appear at the next meeting of the Commission.

Route 5, Mine Hill Section - See 7

The Secretary presented a telegram received from Mr. T. J. Wasser, of the Public Service Production Company, informing the Commission that Route 5, Mine Hill Section, is completed. Commissioner Kidde reported that he had inspected the work on Mine Hill Section and moved that same be accepted subject to final papers being approved by the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

Additional Highways,
Westville - Malaga & Penns Grove - Atlantic City ✓

The Secretary presented a resolution from the Atlantic County Board of Freeholders, requesting that the routes from Westville to Malaga, and Penns Grove to Atlantic City be taken over as State Highways. Chairman Scott informed the Commission that at a previous meeting a number of suggested routes which could be taken over for maintenance, was presented to the Commission and that he believed these routes should be given consideration at the same time. On motion duly seconded, the State Highway Commission directed that the Secretary inform the Atlantic County Board of Freeholders that the taking over of additional routes was being given consideration by the Commission.

Route 5, Section 10,
Canoe Brook Country Club ✓

Commissioner Kidde reported that the Canoe Brook Country Club was desirous that the work at their entrance on Route 5, Section 10, be done at the same time the State highway improvement was taking place, and they were going to use the amount awarded by the State for the land taken from the Club towards doing this work, and he moved that the State Highway Engineer be authorized to make an arrangement whereby the entrance to the Country Club oould be taken care of at the same time as the road improvement was being put through. This was seconded by Mr. Jelin and adopted.

Nichol Ave., Women's College,
New Brunswick.

State Highway Engineer Sloan reported that he would recommend to the Commission the award of contract to Mr. T. H. Riddle, low bidder on Nichol Avenue (Road to Women's College) at New Brunswick, at 104% of the Engineer's estimated units of cost, amounting to $10,121.28. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the contract for the construction of road to Women's College, New Brunswick, Nichol Avenue, be and the same is awarded to T. H. Riddle, low bidder at 104% of the Engineer's estimated units of cost, amounting to $10,121.28, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts as approved by the State Highway Engineer.

New Bridge at New Brunswick

State Highway Engineer Sloan presented for the attention of the Commission the suggested locations for a new bridge at New Brunswick, together with comparative estimates of cost, and the information that the Women's College authorities have let a contract for a new building to be constructed on their property approximately onthe line of Jones Avenue extension, which building, if erected, would interfere with the construction of the bridge in accordance with Scheme #1, as shown on the plans. Commissioner Stewart moved that the consideration of this matter be laid over until October 2nd. This was seconded by Mr. Kidde and adopted.

Route 4, Section 5-A,
Maple Avenue, Red Bank

State Highway Engineer Sloan reported to the Commission that in connection with the acceptance of Route 4, Section 5-A, Maple Avenue, Red Bank, as made at the last meeting of the Commission, this acceptance involves an adjustment with the contractor to the end that the section deficient in bituminous content has been covered by 25% reduction in price.

Permits - Openings
Route 15, Section 6,
Leesburg Cut-off

State Highway Engineer Sloan presented correspondence from Mr. Chas. Pettinos, requesting permission to place a three inch pipe through the subgrade on Route 15, Section 6, Leesburg Cut-off, for the purpose of drainage, by pumping, of his sand pit, and further requesting permission to maintain and operate a narrow-gauge railroad across the highway at grade. State Highway Engineer Sloan recommended that permission be granted for the placing of the pipe but that Mr. Pettinos be denied permission for the operation of a narrow gauge railroad at grade over the road and that he be advised that the Commission will consider a crossing beneath the highway. On motion by Mr. [illegible], seconded by Mr. Kidde, the recommendations of the State Highway Engineer were unanimously adopted.

Right of Way, Route 4

State Highway Engineer Sloan presented a communication from Mr. Charles L. Steuerwald, as representative of the Jersey Central Traction Company, inquiring whether the Commission would be interested in securing their right of way along Route 4 for purposes of widening. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the Jersey Central Traction Company be advised that the State Highway Engineer will go over the plans for the widening of Route 4 with them and will entertain from them a proposition as to their right of way where needed.

Grade Crossing, Morgan
(Advisory Board)

Commissioner Kidde called the attention of the Commissioners to the fact that the Advisory Board on the study of shore route traffic has suggested, as an important measure, the elimination of the grade crossing at Morgan, and he moved that the State Highway Engineer be delegated to prepare plans for the elimination of the grade crossing at Morgan and that estimates be developed with relation thereto.

This was seconded by Mr. Jelin and adopted. Commissioner Kidde stated that he would go over the ground at Morgan on the same date at which the New Brunswick Bridge proposition would be taken up.

Damage Claim,
Quaker City Cab Company

State Highway Engineer Sloan submitted the claim of the Quaker City Cab Company in the amount of $177.30 for damages done to one of its taxicabs by a car driven by an employee of this Department on July 1, 1923. He explained that the conditions surrounding the accident would justify payment of the claim and recommended that payment be made. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the payment of $117.30 in full of claim for damages by the Quaker City Cab Company.

Route 16, Section 4,
Extension of Time

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of an extension of thirty working days to the [illegible] Engineering and Construction Corporation on Route 16, Section 4, as recommended by the State Highway Engineer, due to the fact that they were unable to work advantageously last Fall on account of non-completion of sewers by the Borough.

Route 4, Section 15, County Section Extension of Time

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time to December 1, 1923, to the Public Service Production Company for the construction of Route 4, Section 15, delays being due to matters beyond their control.

Route 14, Section 3.

On recommendation of the State Highway Engineer, Commissioner Kidde moved that authority be granted to William Eisenberg, contractor on Route 14, Section 3, to sub-let the work of constructing two bridges and retaining wall on that job to the Kalyn Construction Company of Trenton, it being understood that the general contractor [illegible] execution of the work and in no way would be relieved of his obligation to the State. This was seconded by Mr. Jelin and adopted.

Slag Contracts-Camden County

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission, upon recommendation of the State Highway Engineer, approved of contracts for slag to be entered into by Camden County for maintenance work.

County Avenue, Hudson Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of plans and specifications for County Avenue, Hudson County, work to be done from Motor Vehicle Account, same being recommended by the State Highway Engineer.

Paterson Plank Road, Hudson County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved an extension of time of thirty working days on the Paterson Plank Road, Hudson County, due to the fact that the contractor cannot perform his work until the trolley company has finished all work on its rails, this extension being recommended by the State Highway Engineer.

Denville-Mountain Lakes Road.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved plans and specifications for the Denville-Mountain Lakes Road, Denville Township, Morris County, Township Aid Account, recommended by the State Highway Engineer.

Long Valley-Hunterdon County Line Road.

Commissioner Kidde reported to the Commission that at the hearing at Morristown on September 11th, where he had taken up with the Morris County Board of Freeholders the reason for the rejection of bids received on the Long Valley-Hunterdon County Line Road, the Commission was informed by the Morris County authorities that the price exceeded the budget prepared by the County for the work, and it was determined to readvertise for bids.

Canton & Greenwich Road, Stow Creek Twp., Cumberland Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of acceptance and final payment on Canton and Greenwich Road, Stow Creek Township, Cumberland County, work done with Township aid.

Roosevelt Boulevard, Cape May Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the recommendation of the State Highway Engineer for approval of contract and bond for grading and paving with gravel a section of Roosevelt Boulevard, extending from Marmora to Ocean City in Upper Township, Cape May County.

Bulls Ferry Road, Hudson County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of contract and bond for Bulls Ferry Road, Hudson County, work to be done from Township Aid Account, same being recommended by the State Highway Engineer.

Hainesville-Montague Road.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of contract for Sandystone Township Road #9, Hainesville-Montague Road, Sandystone Township, Sussex County, Township Aid, same being recommended by the State Highway Engineer.

Pennsville-Salem Road, 2nd & 3rd Section

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of an extension of time from August 1st to August 15, 1923, on the Pennsville-Salem Road, 2nd and 3rd Sections, in Salem County.

Hope-Johnsonburg Road, Warren Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of final payment to Hope Township for work on the Hope-Johnsonburg Road, Warren County, Township Aid.

Mile Hollow-[illegible] Road

State Highway Engineer Sloan reported, in connection with the Mile Hollow-[illegible] Road now being used as a detour in connection with the construction of Route 2, Section [illegible], that Burlington County was very desirous of getting an improved type of construction on this road, the total cost of which was estimated by him at $40,000.00, of which amount the State would be asked to contribute 40% less a sum of $[illegible],000.00 already approved for maintenance of this detour, and he further advised that it was proposed to do the work with the inmates now employed on Route 2, Section [illegible]. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission unanimously approved the recommendation of the State Highway Engineer for the improvement of Mile Hollow-[illegible] Road.

Route 5, Section 2-A,
Hackettstown-Drakestown.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of modification of Project Agreement for Route 5, Section 2-A, Hackettstown-Drakestown Section, in which case the amount to be contributed by the Federal Government was reduced from $1[illegible],251...

per mile to $15,000.00 per mile.

Route 4, Section 22, Detour.

State Highway Engineer Sloan presented an official detour which he recommended for approval on Route 4, Section 22, Main Street, Asbury Park. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission unanimously approved the following official detour to be established for Route 4, Section 22, Main Street, Asbury Park, construction:

> Beginning on Norwood Avenue (Route 4, State Highway) at the southerly end of the Deal Lake Bridge; thence (1) easterly on Deal Lake Driver to Ocean Avenue; thence (2) southerly on Ocean Avenue to Lake Avenue; thence (3) westerly on Lake Avenue to Bond Street; thence (4) westerly on Bond Street to State Highway Route 4 (Main Street).

Vincent J. Loughran, Leave of Absence.

State Highway Engineer Sloan presented a letter from Vincent J. Loughran, Bridgeman on the Hackensack River Bridge, together with physician's certificate to the effect that he has tuberculosis and is at Saranac Lake. It was recommended that a one month's leave of absence be extended with pay and that a report at the end of this period be secured from his physician, further leave to be conditional on the report to be received. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation was unanimously adopted.

Maintenance Division, Leave of Absence.

The State Highway Engineer informed the Commission that there were two other men in the Maintenance Division who were out on sick leave with pay and there was no disposition made of their cases. On motion, duly seconded, the Commission directed that these men be carried on the payroll to the end of September, at which time a physician's certificate be secured as to their condition.

Bergen Turnpike, Hudson County.

State Highway Engineer Sloan recommended that plans and specifications for Bergen Turnpike, Hudson County, be approved. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of plans and specifications for the construction of Bergen Turnpike, Hudson

County, work to be done from the Motor Vehicle Account.

Right of Way
Property Purchases

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission unanimously approved of the purchase of the following parcels of property, same having been recommended by the Right of Way Engineer and the State Highway Engineer:

Parcel #5, Route 14, Section 8, Charles & Therm Kates, consideration $100.00. ✓
Parcel #8, Route 2, Section 4, Vandegrift Estate, consideration $300.00. ✓
Parcel 8-A, Route 2, Section 4, Vandegrift Estate, consideration $25.00. ✓

Property on Route 14, Section 6, Ocean View-Seaville Section, purchased by quit claim deeds: ✓

Chas. M. & Emma C. Gandy,	consideration	$1.00
Matilda Lovell,	"	1.00
Emma T. Corson,	"	1.00
J. Oliver T. [illegible],	"	1.00
Owen Dervin,	"	1.00
Elizabeth W. Way	"	1.00

Parcel #3, Route 13, Section 5, Hilsboro Township Board of Education, consideration $1.00. ✓

Property on Route 14, Section 3: ✓

Chas. S. & Annie W. Roberts,	consideration	$1.00
Linnaeus L. Swain,	"	1.00
Clinton Townsend,	"	1.00
W. Frank & Ella Doris Davis,	"	1.00
Edward S. Jr. & Florence N. Powell,	"	1.00
Robert & Harriet W. Mangold,	"	1.00
Harry W. & Belle M. McCool,	"	1.00

Property on Route 4, Section 20: ✓

Parcel #16-Marie Muller,	consideration	$350.00
" 5-Elias H. Green,	"	800.00
" 7-J. H. Wiltse,	"	180.00
" 10-Jacob McLaughlin,	"	650.00

Parcel #14, Route 5, Section 13. ✓

State Highway Engineer Sloan presented to the Commission the recommendation of the Right of Way Division that Condemnation be entered into on Parcel #14, Route 5, Section 13, due to the fact that the owner, Mrs. Dorcas Thernes, refuses to sign the papers. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that condemnation proceedings be instituted on the property of Mrs. Dorcas Thernes in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 5, Section 13, ALL that certain Lot, tract or parcel of land and premises,

situate, lying and being in the State of New Jersey,
and more particularly described as follows:

Parcel #14

Beginning in the division line between lands of Frank Dominick and the party of the first part hereto, at a point distant thirty-three feet (33') at right angles from the center line of State Highway Route 5, Section 13, at Station 65 and 35.15, as shown on plans and adopted by the State Highway Commission.

Thence (1) through the property of the party of the first part and parallel to the said center line of the said State Highway north fifty-six degrees and fifty-eight minutes west (N 56°58' W) one hundred and twenty-nine and eighteen, one hundredths feet (129.18') to the westerly side of the public road leading between Budd Lake and Netcong.

Thence (2) along the said public road south twenty degrees and twenty-nine minutes west (S 20°29' W) one hundred and three and eighty-six, one hundredths feet (103.86') to the aforesaid division line between land of Frank Dominick and the party of the first part.

Thence (3) along the said division line of Dominick, north sixty-nine degrees and thirty-one minutes west (N 69°31' W) seventy-six and eighty-one, one hundredths feet (76.81') to the point of beginning.

All of which is more particularly shown on a map entitled - New Jersey State Highway Department, Route 5, Budd Lake-Netcong Section, property to be acquired from Mrs. [illegible], Borough of Netcong, Morris County, New Jersey.

Parcel #7, Route 14, Section 7.

The State Highway Engineer presented a report from the Right of Way Division recommending an appeal from the award made by Condemnation Commissioners for property of Cresswell and [illegible], known as Parcel #7, Route 14, Section 7, the award being $1,[illegible] and $[illegible] being considered the maximum worth for the property. On motion by Mr. [illegible], seconded by Mr. Kidde, the Commission approved the appeal from condemnation award of property of Parcel #7, Route 14, Section 7.

Buena-Tuckahoe Road, Section 2.

State Highway Engineer Sloan recommended that the Commission approve the cancellation of $[illegible],221.15 from the 1932 Township Aid Funds, as applied to the Buena-Tuckahoe Road, Section 2, Weymouth Township, Atlantic County, Township Aid, and that the funds for this work be set up from the 1924 Township Aid Account to the credit of Atlantic County. On motion by Mr. Kidde, seconded by Mr. Jelin, this recommendation was approved.

Montague-Port Jervis Road

State Highway Engineer Sloan recommended that the sum of $1,065.33, remaining as unexpended balance in the account of Montague-Port Jervis Road, Montague Township, Sussex County, be cancelled. On motion by Mr. Kidde, seconded by Mr. Jelin, this cancellation was unanimously approved.

Main Street-Three Bridges Road.

State Highway Engineer Sloan recommended that Township Aid in the amount of $4,200.00 be approved for the Main Street-Three Bridges Road, Hunterdon County, Township Aid, funds to be provided from cancelling allotments in the 1923 Township Aid Fund. On motion by Mr. Jelin, seconded by Mr. Kidde, this recommendation was unanimously approved.

Damage Claim-Mrs. Helfrich.

Commissioner Jelin called the attention of the Commission to the fact that the claim of Mrs. Helfrich of New Brunswick, for damages sustained when run into by a department automobile, had not yet been disposed of, and he recommended that the matter be taken up at the next meeting, before which time the Secretary should prepare a complete resume of the status of the case.

Employments

State Highway Engineer Sloan presented a report of employments approved by him since the last meeting of the Commission and recommended ratification of the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the following employments as recommended by the State Highway Engineer:

Sept.	10	Schuyler Slack,	Jr. Testing Engr.	$125. [illegible] Mo.
Aug.	28	G. M. Tozaur,	Motor Truck Driver	.[illegible] Hr.
Sept.	8	A. C. Adams,	" " "	.40
"	10	F. A. Hayes,	" " "	.45
Aug.	29	Clarence Jones,	" " "	.40
Sept.	5	Victor Fox,	" " "	.[illegible]
"	11	W. T. Martin,	Garage Assistant	.50

On motion, duly seconded, the meeting adjourned at 5:45 P.M. to meet in regular session on Tuesday, September 25, 1923.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - September 25, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 25, 1923. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General Hugh L. Scott, Chairman; Messrs. Walter
Kidde, Percy H. Stewart, and Abraham Jelin.

Sussex County Maintenance Work

The Secretary informed the Commission that a hearing had been requested by Senator William T. Kays of Sussex County, and that he was present at the offices of the Commission. On motion, duly seconded, the hearing was granted. Senator Kays appeared before the Commission, together with County Engineer Harvey Snook, and presented a written statement of the work performed by Sussex County during the year 1923, and requested an additional allotment of $3,000.00 to be used in continuation of the maintenance work in Sussex County until November 25th, it being necessary to discontinue all maintenance work on Sussex County roads due to the fact that funds were exhausted. Commissioner Kidde inquired concerning the maintenance schedule as filed with the State Highway Commission at the beginning of the year. County Engineer Snook informed the Commission that the schedule as prepared was an estimate of what would be required but the work performed exceeded the funds set aside by both the State and the County for maintenance. After a general discussion as to Sussex County Maintenance work, Commissioner Kidde moved that an emergency allotment of $3,000.00 be granted to Sussex County immediately from the Motor Vehicle Reserve Account, and that any further action be withheld until the receipt of a report from the County Engineer as to the maintenance work performed upon those items contained in the schedule approved by the State Highway Commission. This was seconded by Mr. Jelin and adopted.

Sussex-Port Jervis Road.

Commissioner Kidde then inquired from Senator Kays as to what developments there were in regard to the Sussex-Port Jervis Road, which would pass through High Point Park. Senator Kays presented the Commission with a copy of a brief prepared at the direction of the Commission to be forwarded to the Federal Bureau of Public Roads, requesting that the County of Sussex be permitted to use Federal Aid upon this road and to make use of shale rock material which was in the immediate vicinity and further to permit the grading only of the road at this time without guaranteeing a permanent type of pavement thereon within five years. The Commissioners discussed the importance of this road as a through route from New York and Pennsylvania into New Jersey and also a route which would open up High Point Park, which was very desirable from the viewpoint of New Jersey. Senator Kays informed the Commission that as far as Sussex County was concerned it could not afford to spend the money needed for placing a permanent pavement on this road from its own account, since there were other roads which the County authorities felt were more important to the County than would be the Sussex-Port Jervis road when completed. They were, however, willing to spend the balance of the funds needed beyond the Federal Aid apportionment for the grading of this road. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the brief as prepared by Senator Kays and directed that the Sussex-Port Jervis Road be considered with a view toward placing a shale surface thereon rather than a concrete construction.

Hainesburg-Columbia Road, Warren Co.

The Secretary informed the Commission that Mr. Carhart, County Treasurer of Warren County, was present and desired a hearing. On motion, duly seconded, the hearing was granted. Mr. Carhart informed the Commission that bids had been received by the County of Warren for the grading and drainage of the Hainesburg-Columbia Road and the County was desirous of making an award to the lowest bidder, since a very desirable bid had been received in the amount of $30,820.54. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Warren County for the Hainesburg-Columbia Road, Warren County, subject to approval of the State Highway Engineer.

Route 3, White Horse Pike

The Secretary informed the Commission that a communication had been received from Mrs. Weikel of Merchantville, advising that on account of to-day being Primary Day, she, together with Mr. [illegible]ise of Audubon, would not be able to meet with the State Highway Commission, and asking for an opportunity to appear before the Commission on Tuesday next, October 2nd. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed the Secretary to inform Mrs. Weikel and Mr. Wise that it will be entirely satisfactory for them to appear on October 2nd.

Advisory Board-Delaware Riv.Br.

The Secretary presented a communication from the Board of Commissioners of the City of Camden advising that Mr. Charles W. Leavitt had been named as a member of the Advisory Board to study traffic problems in connection with the new bridge between Camden and Philadelphia. On motion, duly seconded, the communication was ordered feceived and placed on file.

Eagle Scout Highway.

The Secretary presented a communication from the National Headquarters of the Boy Scouts of America, suggesting that the Commission give the name of "Eagle Scout Highway" and "Boy Scout Highway" to two desirable routes in the State System. Commissioner Kidde suggested that Route #8 running from Montclair to the State Line at Unionville is a desirable senic route and one greatly frequented by Boy Scout troops, and he moved that the Commission reserve Route #8 from Montclair to the State Line at Unionville for such designation. Commissioner Kidde was authorized to canvass the situation locally and report a suitable designation of this route.

Route #18, Inspection Trip.

The Secretary presented a telegram received from Major W. A. Welsh, advising that he will meet with the Commissioners at Hackensack at 11:00 A.M., Thursday, September 27th, for the purpose of going over Route #18. Commissioner Stewart requested information from the Commission as to whether it was the purpose of attending the Inter-State Fair at Trenton on Thursday, September 27th, at which time the Governor and State officials have a special reserved box for their use. Commissioner Kidde said that as there had been a misunderstanding as to a previous appointment time for the Commissioners to go to Route #18, , a change should not be made from the previous appointment, unless the Bergen County authorities could arrange such a change without any inconvenience to themselves or to Mr. Pionda, at whose home the Commissioners were to lunch at 1:00 o'clock on Thursday. It was decided that Commissioner Kidde should call up the Director of the Bergen County Board of Freeholders, relative to this matter. This was done at once and it was determined that the appointment could not be postponed and the Commissioners decided to arrange for the trip to Bergen County on Thursday.

Route 10, Palisade Ave. Intersection.

The Secretary presented a suggested form of resolution to be adopted by the State Highway Commission, granting permission to the Borough of Fort Lee to use a triangular strip of land at the intersection of Route 10 and Palisade Avenue that is not at present used for highway purposes. He informed the Commission that it was the purpose of the Borough of Fort Lee to establish a small park in this area and place a monument thereon. On motion by Mr. Kidde, seconded by Mr. [illegible], the following resolution was unanimously adopted by the State Highway Commission.

WHEREAS, the Borough of Fort Lee has requested permission of the State Highway Commission to use the triangular strip of land at the intersection of Route 10 and Palisade Avenue, which is not at present used for highway purposes, for a public park.

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that permission is hereby granted to the Borough of Fort Lee to use for park purposes the triangular strip of land located at the intersection of State Highway Route 10 and Palisade Avenue, which said strip is not at present used for highway purposes, it being understood that no building, structure or monument shall be erected upon this land without the written approval of the State Highway Commission of such building, structure or monument before erection of same, and

BE IT FURTHER RESOLVED, that this permission shall be and remain in effect until it shall be determined by the State Highway Commission that the property is required by it, and

BE IT FURTHER RESOLVED, that upon proper notice the Borough of Fort Lee will remove, at its own expense, any building, structure or monument that may hereafter be erected upon the said tract by the Borough.

Damage Claim-Mrs. Anita Helferich

As directed by the State Highway Commission, the Secretary presented a summary of the case of the claim made by Mrs. Anita Helferich on account of injuries sustained by her when run down by a State Highway Department automobile. The Secretary further informed the Commission that the claim of Mrs. Helferich, under date of April [illegible], 1923 was for the total amount of $1,[illegible].00. Commissioner Jelin reported to the Commission that as far as he could learn Mrs. Helferich was still unable to return to her work as saleslady and would remain maimed for life. After discussion, Commissioner Kidde moved that, predicating its decision as to the amount of money to be awarded to Mrs. Anita Helferich of Highland Park, for injuries received by her when run down by an automobile of the State Highway Commission on December [illegible], 1922, upon receipt from Mrs. Helferich of a statement to the effect that she has no further claims nor will she make any further claims upon the State, and further, subject to the approval of the Attorney General as to the form of such release, that payment of damages be authorized in the total sum of $[illegible].00. This was seconded by Mr. Stewart and adopted.

The Schedule of Business was next taken up, item by item, as follows:

Route 4, Section 20,
Main Street, Asbury Park.

State Highway Engineer Sloan presented the following report of bids received on September 26th, for the construction of Route 4, Section 20, Main Street, Asbury Park, and recommended award of contract to Joseph F. Burke, the lowest responsible bidder, at 96% of the engineer's estimated units of cost:

Joseph F. Burke.	96.
Standard Bitulithic Co	96.1
James J. Barrett	97.3
Newark Paving Co.	99.
Mercer Construction Co	103.2
[illegible] Thompson & Company	109.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, That the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 20, Main Street, Asbury Park, to Joseph F. Burke, the lowest responsible bidder, at his low bid of 90% of the Engineer's estimated units of cost, said bid amounting to $110,331.30, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval of the State Highway Engineer.

Route 2, Section 5,
Crosswicks Creek Bridge

The State Highway Engineer presents the following report of bids received for the erection of the structural steel work on the Crosswicks Creek Bridge at M.P. 20.5 on Route 2, Section 5, and recommends award of contract to the Phoenix Bridge Company of Phoenixville, Pa., at their's the lowest bid, amounting to $2[illegible]:

Phoenix Bridge Company	$2[illegible]
Carl [illegible]insett	2[illegible]
[illegible] Boiler Works.	2[illegible],1[illegible]
Bethlehem Steel Co.	2[illegible],2[illegible]
McClintic-Marshall Co.	2[illegible]
[illegible] Iron Works	28,130.00

On motion of Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby award the contract for the erection of the structural steel work at the Crosswicks Creek Bridge at M.P. [illegible] on Route 2, to the Phoenix Bridge Company of Phoenixville, Pa. at their's, the lowest bid, amounting to $2[illegible], and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Bridges —
Route 8, Section 1-A

State Highway Engineer Sloan presented the following report of bids received for the construction of three bridges at M.P. 21.0, M.P. 22.7, and M.P. 23.2, Route 8, Section 1-A, and recommends that award be made to the lowest bidder, Thomas Sheehan of [illegible], N.J. at his, the lowest bid, amounting to $104,728.31:

Thomas Sheehan	$104,728.31
S. J. Thompson & Co., Inc.	1[illegible]
F. M. Gibbs Const. Co.	110,[illegible]
L. J. [illegible]	11[illegible]
W. J. [illegible], Inc.	12[illegible]
[illegible]-Moore, Inc.	12[illegible]
[illegible] W. Weller	127,[illegible].32

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby award the contract for the construction of three bridges at M.P. 21.0, M.P. 22.6, and M.P. 23.2, on Route 3, Section 1-A, to Thomas Sheehan of Hagerstown, Md., at his, the lowest bid, amounting to $104,728.61, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 6, Section 15, Broadway, Gloucester.

State Highway Engineer Sloan reported completion and recommended the acceptance of Route 6, Section 15, Broadway, Gloucester, Michael Staub, contractor. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously approved of the acceptance and final payment to Michael Staub, contractor, for the completed work on Route 6, Section 15, Broadway, Gloucester.

Albany Street Bridge

State Highway Engineer Sloan recommended to the Commission that approval be given to the plans and specifications for the widening of Albany Street Bridge, New Brunswick, on Route 1, together with approaches for the same. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of approaches and the widening of the Albany Street Bridge at New Brunswick on Route 1, and

BE IT FURTHER RESOLVED, that the Chief Clerk is directed to advertise for the said work after approval by the State Highway Engineer.

Commissioner Jelin stated that, in connection with the approaches to the bridge, there should be considered the widening of the same, and he felt that an agreement could be made whereby property of Mr. Rice might be acquired. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized Commissioner Jelin to interview Mr. Rice relative to his property needed for widening purposes on the approach to the Albany Street Bridge.

Amboy Bridge-Deposits on Plans

State Highway Engineer Sloan recommended to the Commission in view of the rejection of bids and the proposed readvertisement of the Amboy Bridge, that the Commission authorize the return of the entire deposit to those who took out plans and returned them, even though they did not bid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that all deposits for plans taken out for the Amboy Bridge be refunded on return of the plans in good condition. Commissioner Kidde further moved that when readvertisement takes place for the Amboy Bridge work, that a deposit of $100.00 be required from all taking out plans and the entire amount be refunded to those who will return the same within a reasonable time. This was seconded by Mr. Jelin and adopted.

Route 10, Section 2. Bridge

The Secretary presented to the Commission a communication received from Mr. R. J. Mansfield, protesting against the award of contract for the construction of bridge work on Route 10, Section 2, to the second low bidder over his, the low bid for this work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary acknowledge the receipt of the communication, advising that the State Highway Commission does not agree with the statement of fact as contained therein.

Route 4, Section 21-Detour

State Highway Engineer Sloan recommended to the Commission the approval of a proposed official detour to be used during the construction of Route 4, Section 21, said detour to be maintained for one-way traffic at no expense to the state. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously approved of the following official detour for one-way traffic on Route 4, Section 21, between Laurelton and Point Pleasant, at no expense to the State:

> "Beginning at the intersection of Route 4, and the Herbertsville road in the Borough of Point Pleasant; thence (1) in a northwesterly direction along the Herbertsville Road, its various courses and distances to and through Herbertsville, a distance of approximately 4½ miles to the Allenwood-Lakewood Road; thence (2) along this road in a southwesterly direction a distance of approximately 3½

miles to Greenville; thence (3) southeasterly a distance of approximately 1¼ miles to Lanes Mills; thence (4) southwesterly approximately ¾ miles to Route 4."

Property Purchases

Upon recommendation of the State Highway Engineer, on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of purchase of the following parcels of property on State Highway Routes:

Route 4, Section 10, -

Parcel #11, Spring Lake Real Estate Co., consideration $1.00,
" #12, W. Elliot Dyer, consideration $1.00.

Route 14, Section 3. -

Quit Claim Deed from Howard S. & Edith Townsend, consideration $1.00.

Route 14, Section 8, -

Elizabeth F. Sutton, consideration $1.00,
Quit Claim Deed from Alfred E. A. and Clara E. Bronson, consideration $1.00,
Quit Claim Deed from James [illegible]. and Alma V. Anderson, consideration $1.00, and resetting fences,
Quit Claim Deed from Frank [illegible]. Tullner, consideration $1.00, and resetting fences.

Route 16, Section 5-A.

Commissioner Jelin reported that he had inspected the properties on Route 16, Section 5-A, at Van Dorn's Mills and he could not agree to the claim of [illegible] Hills as regards the damage done to his property since the new line will be fully 175 feet from the front of the house. He suggested that the Right of Way Department prepare a report to be ready at the next meeting of the Commission covering his recommendations as to the amount to be offered for the properties.

Route 8, Mountain View.

State Highway Engineer Sloan presented a report from the Construction Engineer relative to right of way necessary to be acquired for the construction of the viaduct now being constructed at Mountain View on Route 8, and he recommended that the Attorney General be requested to prepare a bill for presentation to the Legislature at its coming session to permit of the State Highway Commission or the D. L. & W. R.R. Co. to secure the necessary land or an easement thereon for the purposes desired. This is made necessary because the property was originally owned by the Morris Canal and Banking Company and by Legislation of 1923 the directors of the Canal Company cannot in any manner, as trustees for the State, dispose of Canal Company's land. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorizes the Secretary to communicate with the office of the Attorney General with a view toward having the necessary legislation prepared for the acquisition of right of way at Mountain View Crossing on Route 8.

Dover Garage-Rental Agreement

On recommendation of the State Highway Engineer, Commissioner Kidde moved that a rental agreement be entered into with the Public Service Production Company, granting the said company the use of one-half of the Dover Garage at Dover, N.J., for the sum of $[illegible] per month. This was seconded by Mr. Stewart and adopted.

Purchase-Post Hole Digging Machine

State Highway Engineer Sloan reported to the Commission that under date of October 26, 1922, the State Highway Department entered into an agreement with [illegible] Brown for the rental of one power-driven post hole digging machine at $[illegible] per month, with the provision that the State Highway Department could at any time purchase the said machine for $375.00, any rentals paid to apply against the purchase price. Since the rentals to date amount to $229.93, it was recommended that authority be granted to purchase the machine by the payment of $145.07 additional, by which payment the State would secure an entirely new machine. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved and authority was given for the purchase of one power-driven post hole digging machine at $145.07.

Pennsville-Salem Road,
Sections 2 & 3.

On motion by Commissioner Kidde, seconded by Mr. Stewart, the State Highway Commission approves the acceptance of the Pennsville-Salem Road, Sections 2 and 3, Salem County, Motor Vehicle work, the same having been recommended by the State Highway Engineer.

Barnegat-Tuckerton Road, Section 2.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approves the acceptance of the Barnegat-Tuckerton Road, Section 2, Ocean County, State Aid, the same having been recommended by the State Highway Engineer.

Branchville-Dingman's Road,
Section 2.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on the Branchville-Dingman's Road, Section 2, Sussex County, Motor Vehicle Aid work, the same having been inspected by Commissioner Kidde and recommended for approval by the State Highway Engineer.

Ross' Corner-Sussex Road,
Section 1-D.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the acceptance of the Ross' Corner-Sussex Road, Section 1-D, in Sussex County, Motor Vehicle Aid work, the same having been inspected by Commissioner Kidde and recommended by State Highway Engineer Sloan.

Central Avenue, Section 1.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for Central Avenue, Section 1, Cape May County, Motor Vehicle Aid work, same having been recommended by the State Highway Engineer.

Bridgeton-Port Norris Road,
Sections 1 to 5.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the plans and specifications for the Bridgeton-Port Norris Road, Cumberland County, Sections 1 to 5, Motor Vehicle Aid work, the same having been recommended by the State Highway Engineer.

Newton Ave., Borough of Sussex

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission accepted Newton Avenue in the Borough of Sussex, Sussex County, Motor Vehicle Aid work, the same having been recommended by the State Highway Engineer.

Force Account Agreements.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following Force Account agreements for Township Aid work in the State, same having been recommended by the State Highway Engineer:

Stow Creek Township - Roadstown to Shiloh Road, Cumberland Co.
Hopewell Township - Friesburg Road to Seeley Mill Bridge Road, Cumberland County.
Fairfield Township - Back Neck Road, Cumberland County.
Shrewsbury Township - Asbury Avenue, Monmouth County.

Crosswicks-Chesterfield Road,
Section 1.

On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission approved of plans and specifications for the Crosswicks-Chesterfield Road, Section 1, Chesterfield Township, Burlington County, Township Aid, the same having been recommended by the State Highway Engineer.

Plainsboro-Cranbury Neck-Princeton Jct. Road,
Sections 1 & 2

On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission approved of plans and specifications for the construction of the Plainsboro-Cranbury Neck-Princeton Junction Road, Sections 1 and 2, Middlesex County, Township Aid, the same having been recommended by the State Highway Engineer.

[illegible] Road, [illegible] Township

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the transfer of $[illegible] from [illegible] Road in [illegible] Township, to [illegible] Boulevard in the same township, Cumberland County, Township Aid, the same having been recommended by the State Highway Engineer.

Alexander St., Princeton Twp.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of an extension of time to August [illegible], [illegible], for Alexander St., Princeton Township, Mercer County, Township Aid, the same having been recommended by the State Highway Engineer. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the completed work of Alexander St., Princeton Township, Mercer County, Township Aid, as recommended by the State Highway Engineer.

Bridgeton-Port Norris Rd., Sec. 1

State Highway Engineer Sloan presented to the Commission Federal Aid Projects Statements as prepared for the construction of the Bridgeton-Port Norris Road, Section 1, Cumberland County, and recommended approval of the same from Federal Aid funds already set aside for this purpose. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid Project Statement for the construction of Bridgeton-Port Norris Road, Section 1, Cumberland County, and authorized the Chairman to sign the necessary papers after approval by the State Highway Engineer.

Bridgeton-Port Norris Road, Sec.2

State Highway Engineer Sloan presented to the Commission, Federal Aid Projects statements as prepared for the construction of the Bridgeton-Port Norris Road, Section 2, Cumberland County, and recommended approval of the same from Federal Aid Funds already set aside for this purpose. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid Projects statement for the construction of the Bridgeton-Port Norris Road, Section 2, Cumberland County, and authorized the Chairman to sign the necessary papers after approved by the State Highway Engineer.

Hunterdon-Warren County Line Road

State Highway Engineer Sloan presented to the Commission a resolution from Warren County requesting that the road beginning at the Hunterdon-Warren County Line at Imlaydale, and running by way of Marlatts' Corner, Washington and Oxford, connecting with State Highway Route 5 at Buttzville, in Warren County, a total distance of 11.46 miles, be included in the 7% System, and further requesting that approval be given to the application of Federal Aid for the construction of that portion of said highway between Imlaydale and the Borough of Washington, a distance of 3.26 miles, all in accordance with the requirements of the Bureau of Public Roads. State Highway Engineer Sloan recommended to the Commission that approval be given to the resolution as presented by Warren County and that the application for Federal funds upon 3.26 miles be approved. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer and authorized the inclusion of the aforenamed route in the 7% System of Federal Roads and also approved the request for the construction of 3.26 miles thereof in accordance with the requirements of the Federal Bureau of Public Roads.

Route 3, Camden City Line-P.R.R.Br.

State Highway Engineer Sloan reported to the Commission the completion of Route 3 from Camden City Line to Pa. Railroad Bridge and recommended the acceptance of same. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on Route 3, from Camden City Line to Pennsylvania Railroad Bridge as recommended by the State Highway Engineer.

Insurance

State Highway Engineer Sloan reported to the Commission that he had investigated the matter of insurance upon State Highway property and had found that a communication had been forwarded to the State House Commission by the previous State Highway Commission requesting information as to what property under the jurisdiction of the State Highway Commission was to be covered by insurance, since it was found that neither the garage in Trenton nor the Fernwood Service Station is covered by insurance. Commissioner Hide stated that he felt that the mutual form of insurance could be carried by the Fernwood Service Station, in view of its high class construction at a very nominal cost, and he moved that the State Highway Engineer be instructed to advise the State House Commission as to the value of the plant and machinery at the Fernwood Service Station, voicing the opinion of the State Highway Commission that consideration should be given to insuring the said buildings in view of the low rate which might be obtained thereon. This was seconded by Mr. Jolly and adopted.

Employments

State Highway Engineer Sloan reported to the Commission that the following employment matters had been approved by him since the last meeting of the Commission and he requested ratification of the same:

On

Sept. 24,	Geo. Peel,	Bridge Const. Insp.	$135.00 mo.
July 1,	Fred Battline,	Asphalt Plant Insp.	130.00 mo.
Sept. 24,	Nathan Schneiderman,	Draftsman,	165.00 mo.

Off

Sept. 15,	T. E. Kavanaugh,	Bridge Inspector	$165.00 mo.

Increases

Oct. 1,	Geo. Lear,	Lab. Mechanic -	from $125. to $150. mo.
" 1,	A.T.Wilson,	Asst. Chemist-	" $165. to $175. "
" 1,	D.L.Gage,	Asst. Chemist-	" $165. to $175. "

On motion by Mr. Stewart, seconded by Mr. Hide, the State Highway Commission approved of the employments as recommended by the State Highway Engineer.

Amboy Bridge, Route 1.

State Highway Engineer Sloan reported to the Commission that Right of Way Engineer Meeker had carefully examined the appraisals submitted to the Commission by appraisers for the property required for the North approach to the New Amboy Bridge on Route 4, and he reported to the Commission that it appeared that the appraisals as made were fair and just, and he recommended that offers not exceeding the appraisals be made, and in the event of such offers not being accepted, that condemnation proceedings be instituted. On motion by Mr. Hilke, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby concur in the recommendations of the State Highway Engineer as to right of way required for the construction of the North approach to the new Amboy Bridge on Route 4, and

BE IT FURTHER RESOLVED, that the following offers be made for the purchase of the said property and in the event that said offers are not acceptable to the owners of the property, then condemnation proceedings shall be instituted for the acquisition of the State:

Property of C.Pardee Tile Works,	consideration	$27,143.77
Property of the National Fireproofing Co.,	"	41,743.50
Property of the W.J.Donnell Lumber Co.,	"	29,405.80

Road - Dover-Chester

Commissioner Hilke presented to the Commission a communication from James R. Dalrymple of Dover, New Jersey, relative to the road leading from Dover to Chester, and he moved that the communication be referred to Assistant State Highway Engineer Reed for inquiry and report. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission recessed for luncheon at 1:15 P.M. to meet in regular session at 2:30 P.M.

The Commission reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

Route #4

State Highway Engineer Sloan presented for discussion of the Commissioners the matter of right of way of the Jersey Central Traction Company paralleling Route 4, where he would recommend that the tracks of the railroad company be permitted to remain rather than have the same torn up at this time. The Commissioners approved generally of the recommendation of the State Highway Engineer but no formal action was taken at this time.

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New Bridge-New Brunswick

State Highway Engineer Sloan presented before the Commission a map of the district surrounding the location where it was proposed to construct a new bridge at New Brunswick at the property of the State College for Women. The Commissioners determined to view the location on the ground, and on motion by Mr. Kidde, seconded by Mr. Jelin, the meeting adjourned at 3:00 P.M. for the purpose of permitting time for the Commissioners to go from Trenton to New Brunswick in order to view the location of the proposed new bridge.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 2, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, October 2, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman; Mr. Walter Kidde,
Mr. Percy H. Stewart and Mr. Abraham Jelin.

Route 3, White Horse Pike

A delegation from Camden County, consisting of Mrs. Weikel, President of the Camden County Association for Beautifying the White Horse Pike; Mr. C. F. Wise, Chairman of the Camden County Road Committee; and Mr. J. J. [illegible], Camden County Engineer, were present and given a hearing. Mrs. Weikel spoke first, stating the purpose of their organization. Mr. Wise then spoke, stating that they had taken the matter of beautifying the White Horse Pike up with the various municipalities, but had found they could get little interest in the matter until the question of sidewalks was settled, the people feeling that this matter was of first importance, inasmuch as all pedestrians, including small school children, are compelled to use the roadway to walk on, and several deaths have already resulted. He stated that their purpose in coming before the Commission was to see if something could not be done to relieve this condition. It was not their idea, however, that the Commission should actually construct sidewalks, but they felt that it would be a great relief if the banks could be cut away and a space for walking be thus provided. Mr. Stewart advised the delegation that this matter had already been taken up and that the Attorney General had ruled that the Commission had no right to provide sidewalks. He suggested that the best way of obtaining the desired results would be through having legislation passed at the coming session of the Legislature. Mr. Kidde inquired as to the whole scheme and suggested that a sample five mile stretch be put in to educate the people as to what could be done. Mr. Wise asked if one of the Commissioners could not be appointed to go over the ground with them but was advised that the Commission did not feel that this was necessary inasmuch as they are already thoroughly familiar with the condition. After a considerable discussion of the matter, during which the delegation stated that they would like to have the Commission do, and that they would like something definite to report at the next meeting, it was directed that a letter be forwarded to Mrs. Weikel from the Commission, acknowledging her conference before the Commission and advising that the Commission is in sympathy with their purpose and will do everything in its power to relieve the dangerous conditions.

Mr. Albertson spoke to the Commission with reference to encroachments on the present road with special reference to those in Magnolia. He stated that the road as originally laid out was 66 feet but in some places the width had been cut down to 40 and 50 feet. He also stated that in Magnolia there were several houses which encroached on the right of way and suggested that the Commission remove these, advising that the right of way could be obtained without cost if the Commission would move the buildings back. He further stated that the Borough of Magnolia was ready to immediately lay sidewalks if these encroachments were removed. State Highway Engineer Sloan advised that he had already taken this matter up with the Commission and was proceeding with a test case to determine the Commission's right in this matter. Mr. Albertson stated that there was considerable doubt in his mind as to the right of the Commission to force these people to move their buildings, and suggested that the moving of same as suggested by him would work out much better. After a discussion of the matter, Mr. Stewart advised that the Commission could take no definite action in this matter until after a report of the State Highway Engineer as to the ruling of the Attorney General in the matter, inasmuch as the Commission is entirely governed by the Attorney General's advice in such matters.

Drain, Route 4, South Amboy

The Secretary informed the Commission that a delegation was presented from Middlesex County and desired a hearing. On motion duly seconded, a hearing was granted. There appeared Senator Morgan Larson, County Engineer, together with County Counsel Richardson and Freeholders Ley and Quackenbush. Mr. Ley informed the Commission that the County of Middlesex was at this time improving the road through the "Hole in the Wall" at South Amboy and desired to correct a drainage condition at the location of State Highway Route 4 in this vicinity. He reported that the conditions there at the present time were such as to cause the

State highway to be overflowed with water in heavy rains, and it was proposed to construct an under drain beneath State Highway Route 4, in which it was expected that the State Highway Commission would participate. Senator Larson presented to the Commission a pencil sketch of the conditions and suggested that the Commission investigate and make a decision. Commissioner Kidde inquired as to whether there was any possibility for assessments being levied abutting property owners who would benefit from the construction of this drain. County Counsel Richardson informed the Commission that only municipalities can levy assessments, and that counties cannot. After further discussion, Commissioner Jelin moved that the State Highway Engineer be authorized to make an investigation to determine the amount of State's liability involved, and to present a report as to the conditions existing. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Repairs, Sussex Co.

The Secretary informed the Commission that Mr. Harvey Snook, County Engineer of Sussex County, and Mr. McKeon were present and Mr. Snook appeared before the Commission presenting a report of Motor Vehicle repairs as listed in their maintenance schedule, which report was requested by the State Highway Commission at its last meeting. Mr. Snook informed the Commission that while all the money mentioned in the schedule was not entirely used up on these roads yet this money was needed on large reconstruction jobs in the County and the County found itself at this time without any further moneys with which to continue the maintenance work. Mr. Snook asked that the Commission consider an additional allotment of $3000.00 beyond the $3000.00 granted at the last meeting. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered the report received and the request of Sussex County taken under advisement.

Albany Street Bridge,
New Brunswick.

The Secretary presented an opinion from the Attorney General's Department concerning the right of the State to negotiate with the Public Service Corporation in the matter of the widening of the Albany Street Bridge, as follows:

Trenton, N.J., Sept. 24, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Trenton, N.J.

Dear Mr. Grover:-

I have your letter in which you set forth that the Public Service Railway Company was granted a franchise by the Board of Freeholders of Middlesex County for the right to operate cars over the Albany Street Bridge between Highland Park and New Brunswick. This franchise expired has expired. You desire to be advised whether the Commission under the circumstances has the right to negotiate for continuation of such franchise how far the State Highway Commission can go toward requiring participation by the Public Service Railway Company in paying a portion of the cost of widening the said bridge, and what participation the State Highway Commission may require from the public Service Railway Company toward the maintenance charges on said bridge.

Section 10 of Chapter 14 of the Laws of 1917 provides that in the construction, repair and maintenance of highways forming a part of the State Highway System, the Commission shall possess and exercise, in addition to those conferred by this act, all those rights and powers not incompatible with its functions nor prohibited by law which are now exercised by overseers of roads and boards of chosen freeholders in road construction, repair and maintenance.

Section 8 of the same Act provides that no franchise prior to its taking over as a State highway shall be granted, except under such restrictions, regulations and conditions as are or shall be approved and officially made known by the State Highway Commission to the body with authority to issue such privilege.

Section 12 of Chapter 15 of the laws of 1917, as amended in 1919, P.L. 523, authorizes the Commission to determine and adopt rules, regulations and specifications, and to enter into contract covering all matters and things incident to the acquisition, construction, reconstruction, maintenance and repair of State highways.

I am of the opinion, in view of the foregoing, that your Commission has the necessary authority to require by contract from the

Public Service Railway Company such participation in paying a portion of the cost of the maintenance or building or repair of the said highway as may seem to it advisable. I have, however, previously advised you that the Act establishing the State Highway Commission only authorizes it to make such charges as may be incident to the construction, maintenance, and repair of the highway, and may not make charges in addition to the cost of the maintenance thereof.

I am further of the opinion that the State Highway Commission has no power to require the Public Service Railway Company to participate in paying a portion of the cost of widening the bridge between Highland Park and New Brunswick over Albany Street in view of the clause in Section 7 of Chapter 14 of the Laws of 1917, which requires that work of maintenance, repair and extraordinary repair shall be done at the expense of the State. I think, however, that the corporation under proper rules and regulations by your Commission may be required to pay such portion of the cost of the maintenance and construction of tracks in the roadway and over the bridge as may be properly chargeable to it in the same manner as would be permissable for boards of freeholders to require.

Very truly yours,
Thomas F. McCran,
Attorney General.

State Highway Engineer Sloan informed the Commission further that the Public Service Railway Company has informed him that they did not understand that their franchise for crossing the Albany Street Bridge had expired as yet, and that they are still in a position to continue running their cars over this bridge. After discussion, Commissioner Stewart moved that the State Highway Engineer make a request upon the Public Service Railway Company to put in writing their claims as to their franchise rights on the Albany Street Bridge, New Brunswick. This was seconded by Mr. Jelin and adopted.

Pole Lines on State Highways

State Highway Engineer Sloan directed the attention of the Commission to an opinion of the Attorney General relative to a clause which the State Highway Department has been inserting in the contracts with the electric lighting and power companies, providing for the removal of their pole lines from the State highways, on one years notice to that effect by the State Highway Commission, in which opinion the Attorney General ruled that "I advise that the communication in question does not seem to be within the authorization of the statute in that the Commission may not request that the poles may be removed on one years notice." On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Engineer was authorized to remove the one year clause in agreements in such cases as are appropriate and proper so to do in accordance with the advice of the Attorney General's Department.

Tunnel Plazas

The Secretary presented a communication from Hon. John F. Boyle of the Interstate Bridge & Tunnel Commission, transmitting a copy of an opinion received by him from Corporation Counsel Thomas J. Brogan of Jersey City, in the matter of the responsibility for the building of plazas on the New Jersey side of the Vehicular Tunnel. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with thanks and placed on file.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting of July 24th, and he moved that the same be approved as mailed with the following correction in the first paragraph concerning Route 18, changing the third line to read "The Secretary explained that the action taken was of a tentative nature, depending upon the situation in Tenafly." This was seconded by Mr. Jolin and adopted.

Route 17, Bergen County

The Secretary presented a communication from the Board of Freeholders of Bergen County requesting that the Commission take over Route 17 as defined under Chapter 5 of the Laws of 1923, from Newark by way of Kearney, Rutherford, Hackensack, Ridgewood and Ramsey, to the New York State Line. In connection with this the Commissioners discussed the possibilities of taking over additional State Highway mileage during the next year in view of the fact that the Motor Vehicle funds will increase and the amount of the work of the Maintenance Division will be cut down because of the increased improved State highway mileage. Commissioner Kidde moved that the communication be referred to the State Highway Engineer for full report as to the condition of the existing Route 17 and an estimate of the probable cost of its upkeep and maintenance. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission recessed for luncheon at 1: P. M. to meet in regular session at 2:30 P.M. The Commission reconvened at 2:30 P.M., as agreed, with the same members present as at the morning session.

Route 15, Millville

A delegation met the Commissioners informally on the situation as existing through Millville. The Secretary informed the Commission that the construction of Route 15, Section 4, through Millville was being held up pending the receipt of an opinion from the Attorney General as to the trolley track situation through Millville. On motion duly seconded, the Secretary was directed to make a request upon the Attorney General's Department for an early response to a request for an opinion in order that the construction of Route 15, through Millville might go forward as soon as practical.

(New) Amboy Bridge

Commissioner Kidde inquired of the State Highway Engineer as to the proposed time for the readvertisement of the Amboy Bridge. State Highway Engineer Sloan informed the Commission that it was proposed to readvertise in order to have bids received some time between November 28th and December 3rd.

Route 12, Section 2

The Secretary presented to the Commission a communication from the Morris County Board of Freeholders requesting the acceptance of a proposition from the Hartford Accident & Indemnity Company, a surety for the Oak Ridge Company, contractors on Route 12, Section 2, that there be deducted from the contract price that amount which it can be reasonably estimated that the contractor has saved by building that section of pavement between Station 0 plus 0 and Station 3 plus 0, in the manner in which it was done instead of in the manner in which the contract requested it to be done to an amount not exceeding the sum of $1000.00, and give in addition to the one year maintenance bond requested by the contract, a five years' maintenance bond. The Secretary informed the Commission that at a Commission meeting of July 17, 1923, it was suggested that the Morris County Board of Freeholders accept Route 12, Section 2, eliminating from the payment the total cost from the base pavement on the 300 feet in question, and request a five year maintenance bond covering both the surface and foundation of the 300 feet in question. Commissioner Stewart moved that the State Highway Commission again forward to Morris County its suggestion as to settlement for Route 12, Section 2, Denville-Parsippany, in accordance with action taken at a meeting held July 17, 1923. This was seconded by Mr. Jelin and adopted.

Route 4, Section 22, Asbury Park

The Secretary presented a communication from Mr. Gillespie of Asbury Park, New Jersey, executor for the James A. Bradley Estates, advising that he is owner of lands claimed by the City of Asbury Park to have been dedicated to public use and which it was proposed to use in the widening of Route 4, Section 22, through Asbury Park, and that he will protect the interests of said estates by whatever proceedings may be necessary for the purpose if just compensation is not made to him as executor of Mr. Bradley's estate. The Secretary informed the Commission that he had received informal advice from the Attorney General's Department that the Highway Commission is without interest in the matter but that Mr. Gillespie should be presented with notice of the agreement existing between the State Highway Commission and Asbury Park for the widening cost to be borne entirely by the City of Asbury Park, and also that the City of Asbury Park be informed of the Communication as received from Mr. Gillespie. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication of Mr. Gillespie be acknowledged and that he be advised of the clause in the agreement between the State Highway Commission and the City of Asbury Park concerning the construction of additional width on Route 4, Section 22, Main Street, Asbury Park, and further that the City of Asbury Park be notified of the communication received from Mr. Gillespie.

Route 4, Section 22, Asbury Park

The Secretary presented a report from the Construction Division recommending approval of the agreement with the City of Asbury Park for the extra width pavement on Route 4, Section 22, the same to be paid for by the City of Asbury Park. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered approval of agreement between the City of Asbury Park and the State Highway Commission for the construction of extra-width pavement on Route 4, section 22, Main street, Asbury Park, total cost of said extra width, beyond that to be paved by the State Highway Department, to be borne by the City of Asbury Park, and the Chairman was authorized to execute the necessary contracts on behalf of the Commission.

Route 10, Section 1-A

The Secretary presented a communication from the Hon. J. F. Pearse, Secretary to the Governor, transmitting a letter received by him from Mrs. Caroline A. Shaver, concerning property acquired from her on Route 10, Section 1-A, in which Mrs. Shaver accuses the State Highway Commission of violating an agreement made with her. On motion by Mr. Kille, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and placed on file and that the Secretary inform Mr. Pearse that the agreement mentioned by Mrs. Shaver was executed by the Chairman of the former State Highway Commission pending the ratification of this action by the State Highway Commission, which ratification, however, was not given.

North Plainfield Township Road, Somerset County

The Secretary reported that the County of Somerset desired aid on the North Plainfield Township Road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that plans and specifications for the North Plainfield Township Road be rejected, due to lack of funds.

Schedule of Business

The Schedule of Business was next taken up for consideration item by item as follows:

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Route 8, Section 10, M.P. 40.2, Bridge
Bound Brook-Lincoln Ave.

State Highway Engineer Sloan reported plans and specifications completed for bridge at M.P. 40.2 on Route 8, Section 10, Bound Brook to Lincoln Avenue Section, and recommended that advertisement be placed for same. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that plans and specifications for the construction of Bridge at M.P. 40.2 on Route 8, Section 10, Bound Brook to Lincoln Avenue Section, be and the same are hereby approved, and

BE IT FURTHER RESOLVED, that the Secretary is directed to place the necessary advertisement for the same after approval by the State Highway Engineer.

Route 1, Section 13

State Highway Engineer Sloan reported the completion and recommended acceptance and final payment on Route 1, Section 13, Highland Park-Stelton Road, work having been completed on September 22, 1923. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby accept the completed work on Route 1, Section 13, Highland Park-Stelton Road Section, and

BE IT FURTHER RESOLVED, that the Chief Clerk is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 1, Section 14

The State Highway Engineer reported the completion and recommended acceptance and final payment on Route 1, Section 14, Stelton Road-Metuchen Section, work having been completed on August 6, 1923. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby accept the completed work on Route 1, Section 14, Stelton Road-Metuchen Section, and

BE IT FURTHER RESOLVED, that the Chief Clerk is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 4, Section 15

State Highway Engineer Sloan reported the completion and recommended acceptance and final payment on Route 4, Section 15, Lakewood (County Section) work having been completed on December 1, 1928. Commissioner Jelin reported having inspected this work and moved the acceptance of same in accordance with the terms of the Reimbursement Agreement, as entered into with Ocean County.

Route 4, Section 16

State Highway Engineer Sloan reported the completion and recommended acceptance and final payment of Route 4, Section 16, Toms River Section, work having been completed on December 1, 1928. Commissioner Jelin reported having inspected this work and moved the acceptance of the same in accordance with the terms of the Reimbursement Agreement, as entered into with Ocean County.

Route 9, Section 8-A RT.16 Sec 6 A and Rt 9 Sec 8 A

State Highway Engineer Sloan recommended approval of purchase agreements for the acquisition of a number of properties on State Highway Sections and recommended approval by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. [illegible], the State Highway Commission unanimously approved of the purchase of the following parcels of property on State Highway Sections.

Route 9,	Section 8-A,		Est. T.?. Williams	$1475.00
" 16,	" 6-A,	Parcel #1,	Wm. J. Phillips	$1000.00
" 16,	" 6-A,	" #4,	L.A. DuFour et ux	$ 900.00
" 16,	" 6-A;	" #5,	M.A. Averitt,	$ 75.00
" 16,	" 6-A,	" #7,	Wm. Phillips, Jr.	$ 1.00 and steps.
" 16,	" 6-A,	" #8,	Susan A. VanDorn	$277.00
" 16,	" 6-A,	" #9,	Somerset Crystal Spring Company.	$1000.00
" 9,	" 8-A,	" #1,	James Dow	$ 25.00

Advisory Board

State Highway Engineer Sloan reported to the Commission that he had received a letter from Mr. F. F. Goodrich, member of the Advisory Board for the study of the Vehicular Tunnel traffic, requesting a copy of the report as submitted to the State Highway Commission. The State Highway Engineer also requested information as to whether copies are to be furnished other members of the Board. On motion by Mr. Kidde seconded by Mr. Stewart, the State Highway Commission directed that additional copies of this report be prepared in order that distribution of same may be made to the members of the Advisory Board.

Automobiles

State Highway Engineer Sloan recommended to the Commission that approval be given for the purchase of nine automobiles for the use of Division Engineers and others in the State Highway Department, giving in trade therefor eight Buick automobiles and one Essex automobile, all of these cars having outlived their usefulness and economy of upkeep to the State Highway Department. The State Highway Engineer informed the Commission that it was contemplated to request the Purchasing Agent to purchase four Essex Coaches and five five-passenger Buick Double Service Sedans. Both Commissioner Kidde and Commissioner Jolin suggested that the purchase be standardized to one particular make of car in order that there may be more economy of operation and upkeep. State Highway Engineer Sloan recommended that authority be given to request the State Purchasing Agent to secure quotations for nine Double-Service Buick Sedans, giving in trade as part of the purchase price, eight Buick automobiles and one Essex automobile. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized a request to be made upon the State Purchasing Agent for negotiations toward this purchase.

Commissioner Kidde called attention to the conditions existing with reference to the new Cadillac automobiles just received wherein under existing regulations the State Highway Commission could not purchase a high class cord tire for these machines which do such heavy duty for the Commission, and he moved that the Secretary ascertain from the State Purchasing Agent whether it would be possible for the State Highway Commission, in the case of the two new Cadillac cars assigned to the State Highway Engineer and the State Highway Commission, to purchase high grade cord tires for entire equipment on these automobiles. This was seconded by Mr. Jolin and adopted.

Commissioner Kidde further inquired whether any tabulations had been made on the nature of tire costs to the State by reason of the use of a cheaper tire as purchased under the State contract. The Secretary informed the Commission that such a record had been kept in the past and had been forwarded to the State Purchasing Agent, but at the present time a new contract had just been entered into which gave a ten thousand mile guarantee with every cord tire furnished to the State. The Commission directed that careful inquiry be made as to the comparative cost of standard cord tires with those now in use, in order that the same may be submitted to the State Purchasing Agent for his guidance in the purchase of tires.

Evesham Road, Camden County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved acceptance of completed work on the Evesham Road, Camden County, Motor Vehicle Aid work, as recommended by the State Highway Engineer.

County Avenue, Hudson County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved award of contract for County Avenue, Hudson County, Motor Vehicle Aid, as approved by the Board of Freeholders of Hudson County and recommended by the State Highway Engineer.

Bergen Turnpike

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approval of contract for Bergen Turnpike from Hudson Boulevard to the Hudson-Bergen County Line, by Hudson County Motor Vehicle Aid and as recommended by the State Highway Engineer.

Springfield Avenue and Branch Mills Road.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of Springfield Avenue-Branch Mills Road, Union County, Motor Vehicle Aid, the same having been recommended by the State Highway Engineer.

Alpha Boro Road, Camden County

State Highway Engineer Sloan recommended approval of plans and specifications for the Alpha Boro Road, Warren County, Motor Vehicle Aid. Commissioner Kidde inquired as to whether this was the work on which it was proposed to have the cement donated by the Alpha Cement

Company in the vicinity, and he was informed in the affirmative. He, therefore, moved that the State Highway Commission approve plans and specifications for the Alpha Bore Road, Warren County, Motor Vehicle Aid work, subject to a proper supply of cement being furnished for this work in accordance with a proper agreement. This was seconded by Mr. Stewart and adopted.

Shore Road-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of specifications for the Shore Road, Atlantic County, Motor Vehicle Aid work, as recommended by the State Highway Engineer.

Lignin Binder, Atlantic County Road

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of specifications as presented by Atlantic County for the application of Lignin Binder to gravel roads of the county, as per their motor vehicle schedule.

Somerset County, Township Aid Work

State Highway Engineer Sloan presented to the Commission, with his recommendation, a resolution by Somerset County, appropriating $[illegible] in its 1924 budget together with as much more as is necessary to reserve the full amount of $24,000.00 as set aside for Somerset County on Township Aid work. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered held over until the next meeting of the Commission.

Township Aid Force Account Agreements

On recommendation of State Highway Engineer Sloan, Commissioner Jelin moved the approval of the following Township Aid Force Account agreements:

Cumberland County, Downe Twp. Delaware Way, Section 2,
" " Maurice River Twp. Cumberland-Pt. Elizabeth Rd.
" " Maurice River Twp. Heislerville Road,
" " Commercial Twp., [illegible],
" " Harrison Twp., Mullica Hill-Richwood and Pitman Road.

This was seconded by Mr. Kidde and adopted.

Extension of Time-Dey Road

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time to September 15, 1925, on Dey Road, Cranbury Township, Middlesex County.

On motion by Mr. Jolin, seconded by Mr. Kidde, the State Highway Commission approved of final payment and acceptance of Dey Road, Cranbury Township, Middlesex County, same having been recommended by the State Highway Engineer.

Sayres-Neck Road, Lawrence Township

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission approved of final payment on Sayres-Neck Road, Lawrence Township, Cumberland County, same having been recommended by the State Highway Engineer.

Sewell Avenue, Mercer County

State Highway Engineer Sloan recommended to the Commission that permission be granted to Hamilton Township, Mercer County, to make four inlets on Sewell Avenue which they propose to construct, with the basin built by the State on Sewell Avenue for the purpose of draining South Broad Street near Trenton. On motion by Mr. Kidde, seconded by Mr. Jolin, the recommendation of the State Highway Engineer was adopted.

Employments

The State Highway Engineer presented the following employments as approved by him since the last meeting of the Commission, and recommended ratification of the same.

Tully, Walter F.	Draftsman,	Bridge Division,	$120.00 per mo.
[illegible], Jas. [illegible],	Jr. Engr.	Central "	125.00 " "
Higgins, John [illegible],	Car. Asst.	" "	.45 " hr.

Increases

Michael Calvin,	M. T. D.	$.40 to .45¢ per hr.
G. D. Sutterley,	Jr. Clerk Steno.	$115.00 to $120.00 per mo.
J. [illegible]. French,	Jr. Steno.	$115.00 to $120.00 " "

On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission ratified the employments as presented by the State Highway Engineer.

A. G. A. Signs

Commissioner Kidde called attention to a communication received by him from the Board of Public Utilities Commissioners, calling attention to a conflict of signs on Mantua Avenue, Route [illegible], South of Woodbury, where a sign of the American Gas Accumulator Company was in close proximity to a newly installed and electrically operated flash signal of the Railway Company. Commissioner Kidde also called attention to the report forwarded by the Public Utilities Commission on the hearing held covering the matter of standardization of highway and railroad crossing signals, at which time he had voiced the feeling of the State Highway Commission that they were only too glad to cooperate with the Public Utilities Commission in this matter.

Commissioner Jelin stated that although the Public Utilities Commission was encouraging the removal of the A. G. A. Signs, he did not feel that they should be abolished until there was provided a more satisfactory system of signals. Commissioner Kidde stated that he felt that the Department should cooperate with the Public Utilities Commission and moved that the State Highway Engineer be instructed to request the removal of A. G. A. Signs in close proximity to railroad crossings where the railroads have installed the new type of electrically operated type of flashing signals, and that the American Gas Accumulator Company be requested to place such signs as are moved from these locations at other dangerous points on the State Highway system. This was seconded by Mr. Stewart and adopted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary acknowledge receipt of the communication from the Board of Public Utilities Commission and express the desire of the State Highway Commission to cooperate with the Commissioners in matters of this kind, and further request that the Public Utilities Commission issue an order for the removal of the A. G. A. Signs located on Mantua Avenue, South of Woodbury, the removal of which was asked in their letter of the 5th.

Highway Mileage Publicity

Commissioner Jelin took occasion at this time to call attention to the fact that in publicity given to the mileage of roads under the State Highway Commission, that the total mileage should include all of those roads on which the State is financially interested with State Aid, Motor Vehicle Aid and Federal Aid. Commissioner Kidde expressed the belief that the general impression to be gained by the public as to the mileage controlled by the State Highway Commission, was that roads constructed and maintained exclusively by the Highway Commission formed what is a trunk line system of the very highest type and should be so considered.

Request for Hearing

Commissioner Jelin reported that a request for a hearing had been made for the meeting of October 9th, by the Manufacturers' Association and the Board of Trade of New Brunswick on the matter of the new bridge at that point. On motion duly seconded, a meeting was ordered granted.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - October 9, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, New Jersey, on October 9th, 1923. The meeting was called to order at 10:30 A.M. by Chairman Scott.

PRESENT: General H. L. Scott, Chairman; Mr. Percy H. Stewart, and Mr. Abraham Jelin.

New Brunswick Bridge

The Secretary advised that a request for a hearing had been received from the Board of Trade of New Brunswick and that their delegation was present at this time. On motion, duly seconded, a hearing was granted to a delegation from the New Brunswick Board of Trade headed by Mr. Elmer E. Connolly, President, and Mr. John J. Scott, the State Highway Engineer presented a map on which were shown the various routes which have been projected and are being considered for use as approaches to a new bridge across the Raritan and explained same in detail. Answering an inquiry as made by one of the delegation, the State Highway Engineer advised that he had received word from the War Department that a bridge giving a clearance of fifty feet will be approved for use above the lock. At any location below the lock, a clearance of one hundred thirty-five feet or use of a drawspan is required. General Scott addressed the delegation, setting forth his stand in the question of the proposed bridge across the Raritan which he felt was the stand in the question of the proposed bridge across the Raritan which he felt was the stand of the entire Commission, stating that their idea in the matter had been that they felt that the Women's College should not be allowed to go ahead with their buildings without having been advised that the Commission was considering the erection of a new bridge. He further stated that since coming into office, the Commission had been confronted with the tremendous traffic problems throughout the State and they fully realized that a new bridge would have to be constructed across the Raritan somewhere in the vicinity of New Brunswick, and that the chief concern of the Commission was to see that same was placed in the most practical and economical position and where it would be of the most benefit to the entire State. Mr. Stewart also spoke to the delegation, confirming the position as explained by General

Scott and advising that his mind is still open on the best thing to do under the circumstances.

Mr. Jelin stated that several communications had been received from manufacturers and residents of New Brunswick who were unable to attend the meeting and suggested that these be read. On motion by Mr. Stewart, seconded by Mr. Jelin, a petition from residents of Highland Park and communications from E. R. Squibb & Sons, and J. W. Johnson, President of Johnson & Johnson, were read and ordered received and placed on file. Mr. Jelin also advised that a traffic count had been taken on this bridge on October 6th, and on motion duly seconded, this was read and ordered received and placed on file.

Mr. Elmer J. Connolly, President of the Board of Trade, addressed the Commission, stating that the Board of Trade was unanimous in the opinion that a new bridge should be built in the vicinity of New Brunswick, and their purpose in coming before the Commission at this time was to urge the necessity for early construction of same. He further stated that they had no preference in the matter of a site but believed that they could depend upon the Commission to select the most economical and practical location. Mr. Leslie P. Johnson next spoke, representing the Manufacturers' Committee of the Board of Trade, reading a resolution which had been passed by the Committee on October 9th by a unanimous vote, in which it was urged that the Commission gather and publish all obtainable data as to the cost and mileage of various routes and that the Board of Trade be granted another hearing after the investigations have been completed and before a final decision is made. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and placed on file.

Mr. Kidde came into the meeting at this time. Mr. Sydney B. Carpenter addressed the Commission, reading a letter which he had forwarded to the New Brunswick Home News for publication, in which his opinions were set forth. On motion, duly seconded, this communication was ordered received and placed on file. Mr. John J. Morrison, Mayor of New Brunswick, advised that the City Commission had realized that something was to be done to take care of the traffic and they had their City Engineer make surveys and after an investigation, had passed a resolution in which they went on record as favoring the Jones Avenue Route. He further stated that they would not insist upon this route but were satisfied to leave the decision up to the State Highway Commission. He also raised the question as to whether the use of Jones Avenue would not be a benefit rather than an injury to the Women's College, inasmuch as by putting the road through there with the building of a wall along same, they would be in a way separated from the town and have more privacy than is now possible.

Mr. James Neilson spoke, setting forth the objection of the College, in which he stated that he felt that the college was a wonderful asset to the State and there was a great need for the instructions it was giving to girls. He stated that they felt that the running of this road along the campus would be a great detriment. He spoke of the great deal of money that had been raised and expended in beautifying the grounds. The Chief objection which he raised was that the noise and vibration from the vehicles going back and forth would interfere seriously with the conduct of the classes.

There was considerable further discussion of this matter which was joined in by several of those present, particularly Prof. Jacob G. Lipman, Director of the New Jersey Experiment Station, Mr. James A. O'Connell, and Mr. Joseph J. Feaster, City Commissioner. After the various opinions had been submitted, Mr. Connolly, President of the Board of Trade, stated that he felt that with a little cooperation they could get what they want and adjust the matter so that it would be arranged satisfactorily to everyone. He thanked the Commission for giving them an opportunity to appear before them and asked that they give the matter their careful attention and get the bridge started at the earliest opportunity.

Mr. Stewart inquired if a resolution had been passed and if the entire membership of the trustees of the college was unanimous in being against the Jones Avenue route. Mr. Neilson stated that the Board of Trustees had not met since the matter had come up and he was not in a position to speak for the entire Board. Mr. Lipman stated that the Trustees would hold a meeting on next Friday and suggested that it might be well to have representatives of the Commission and the City of New Brunswick at the meeting. Mr. Jelin stated, however, that he felt it would be better if the Trustees would appoint a Committee on this matter to meet with the Commission, the Board of Trade, Manufacturers Committee, and other interested parties at some convenient time. Mr. Neilson advised that he would take up the matter with the Trustees at the next meeting and endeavor to have such a Committee appointed.

Warren County Detours-7% System

The State Highway Engineer brought up the matter of roads in Hunterdon County which had been used as detours and on which the Commission had acted favorably toward having same included in the 7% System of Federal Aid highways. He stated that the Commission had authorized Mr. Muir to place same in as good condition as before it was used as a detour, which would mean a considerable amount of work on the section from Asbury to Marlatts Corner. The county has asked that instead of maintenance that this be made a reconstruction job and he recommended that Mr. Muir be authorized to proceed on the basis of reconstructing same. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the recommendation of the State Highway Engineer and authorized Mr. Muir to proceed with the reconstruction of the detour from Asbury to Marlatts Corner.

Inspections - Invitation

The Secretary presented a letter which had been received from the Board of Commerce & Navigation by General Scott inviting the Commission to accompany the Board on an inspection trip on October 19th and 20th. During the discussion, it developed that each of the Commissioners had received a similar letter and on motion by Mr. Jelin, seconded by Mr. Kidde, it was directed that each Commissioner acknowledge his letter individually and advise the Board of Commerce & Navigation whether or not he will be able to attend.

North Jersey Rapid Transit Commission

The Secretary presented a letter which had been received by General Scott inviting the members of the Commission to a conference between the Governor of the State of New Jersey, the North Jersey Rapid Transit Commission, and the members of the New York Port Authority. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission agreed that the members of the Commission and the State

Highway Engineer should attend this conference and directed that the Secretary send out notifications to the members sometime prior to October 24th, the date of the said conference.

Township Aid

The Secretary presented an opinion that has been received from the Attorney General regarding the right of the Commission to refuse approval of applications for township aid where the amount applied for by the townships of any county does not exceed the sum of $25,000.00, in which it was stated that the Commission has no right to refuse consideration of applications from the townships up to the sum of $25,000.00, the discretion of the Commission applying only as to the surplus. On motion by Mr. Jelin, seconded by Mr. Stewart, the opinion of the Attorney General was ordered received and placed on file.

Township Aid, Somerset County

In connection with the above opinion, there was again presented the resolution of Somerset County, appropriating such money as necessary in order to reserve $25,000.00 for Somerset County township aid work. After a discussion of the matter, Mr. [illegible] moved that Somerset County be advised that the proper method to be followed would be for the townships to make application for this money, it being outside the jurisdiction of the county to apply for the same. This was seconded by Mr. Stewart and carried.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission adjourned for luncheon to meet in regular session at 2:30 P.M.

The Commission reconvened at 2:45 as agreed with the same members present as at the morning session.

7% System Trenton-Woodsville Road

The Secretary presented a resolution from the Mercer County Board of Freeholders requesting the Commission to place the road from Trenton to Woodsville via Ewingville, Pennington and Marshall's Corner in the System of State Highways and further that the Commission request the Federal Government to include the said road in the seven per cent system. Mr. Kidde moved that the Mercer County Board of Freeholders be advised that the Commission is aware of the importance of this road and expects to include same in its recommendations for State Highway Routes, and that no action be taken to include the same in the Federal System at this time, inasmuch as there is no Federal Aid available at the present time. This was seconded by Mr. Stewart and adopted.

Commendations

The Secretary presented a communication from the Maryland Motor Federation of Baltimore, Mayrland, commending the Commission upon information as to road conditions which it has been furnishing. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and filed.

Rejection of State Aid-Middlesex County

The Secretary presented a communication from Frederick F. Richardson, County Counsel of Middlesex County, requesting the Commission to pass a resolution rejecting approval of State Aid because no money is available for State Aid in the construction of Somerset Street, New Brunswick. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the Boards of Freeholders of Middlesex and Somerset Counties be advised that the Commission has no funds available at this time for aid in the construction of a portion of Somerset Street, New Brunswick, and, therefore, the plans and specifications are rejected.

Route 4, Section 28

The Secretary presented a communication from Miss A. [illegible] King, City Clerk of Asbury Park, transmitting a copy of letter written by the City Solicitor of Asbury to Samuel [illegible] Gillespie, in reference to the widening of Main Street, through Asbury Park. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the communication be received and filed.

Route 12, Section 2

The Secretary presented a communication from the Morris County Board of Freeholders with further reference to the acceptance of Route 12, Section 2, Denville-Parsippany, in which they advised that the bonding company had rejected the suggestion of the Commission reconsider this matter. Mr. Kidde moved that the Board of Freeholders of Morris County be advised that the Commission has given careful consideration to the matter and feel that the only alternative to the suggestion as previously made is to tear up the section in question and lay a new pavement, and that the bonding company be advised that if they desire to discuss this matter further they will be given an opportunity to appear before the Commission at its next meeting. This was seconded by Mr. Jolin and adopted.

Route 15, Millville Sec 4

The Secretary presented a communication from the Municipal League of Millville, requesting the early completion of Route 15, through Millville. Mr. Kidde moved that this matter be referred to the State Highway Engineer for investigation and report in connection with the next year's program and that they be so advised. This was seconded by Mr. Stewart and adopted.

Strauss Plans

The Secretary presented a communication from the Strauss Bascule Bridge Company setting forth a saving that could be effected through the use of a bascule type of span. In this connection the State Highway Engineer advised that in his opinion any saving that could be effected would be offset by the increased maintenance cost and delay in construction due to making new plans. Mr. Jolin moved that the recommendation of the State Highway Engineer be adopted and that the Strauss Company be advised that it will not be possible to make changes in the plan at the present time. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 6

The State Highway Engineer submitted for the reconsideration of the Commission purchase agreements covering the property of Frank Schulster and Jennie E. Schulster on Route 6, Section 4-A, on which the Commission had previously authorized an offer of $1,000.00 or condemnation, and recommended that the Commission approve of the purchase of same for the sum of $1400.00. On motion by Mr. Jolin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and authorized the purchase of property on Route 6, Section 4-A, from Frank Schulster and Jennie E. Schulster, in the sum of $1400.00 and 171 cubic yards of fill.

Right of Way, Route 10

The State Highway Engineer recommended approval of agreement for the purchase of right of way from Albert H. [illegible] and

Letitia F. Wightman on Route 16, Section 6, in the sum of $344.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approves of the recommendation of the State Highway Engineer and approval of agreement for the purchase of right of way from Albert F. Wightman and Letitia F. Wightman, on Route 16, Section 6, in the sum of $344.00.

Right of Way, Route 16

The State Highway Engineer recommended approval of purchase agreements for the purchase of right of way, Route 16, Section 6, from George Mattick in the sum of $50.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and authorized the purchase of right of way on Route 16, Section 6, from George Mattick in the sum of $50.00.

Right of Way, Route 16

The State Highway Engineer recommended approval of purchase agreements with [illegible] W. Childs and Frederick W. Childs for the purchase of Parcel [illegible]-A, and Parcel [illegible]-B, on Route 16, Section 6, in the sum of $1.00 each. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and authorized the purchase of Parcels [illegible]-A and [illegible]-B of Route 16, Section 6, from [illegible] W. Childs and Frederick W. Childs, for the sum of $1.00 each.

Right of Way, Route 8

The State Highway Engineer recommended approval of an agreement for the construction of a temporary bridge and for permanent slope rights on Route 8, Section 14, from [illegible] for the consideration of $1.00. On motion by Mr. Jelin, seconded by Mr. Stewart, approval of agreement was given for an easement for the construction of a temporary bridge and for permanent slope right on Route [illegible], Section [illegible], from [illegible] for the consideration of $1.00.

Right of Way, Route [illegible]

The State Highway Engineer recommended approval of purchase agreements for Parcel #1 on Route 8, Section 14, from James Manning and Katherine Manning for a consideration of $[illegible].00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the purchase agreements for Parcel #4, on Route 9, Section 10, from James Mannion and Katherine Mannion, for the sum of $2[illegible].

Right of Way, Route 9

The State Highway Engineer recommended acceptance of deed from the inhabitants of the City of Plainfield, Borough of North Plainfield, and the Borough of Dunellen, deeding land on Route 9, Section 10, to the State for the sum of $1.00. On motion by Mr. Jolin, seconded by Mr. Stewart, the Commission approved of acceptance of deed from the inhabitants of the City of Plainfield, Borough of North Plainfield and the Borough of Dunellen, deeding land on Route 9, Section 10, to the State for the consideration of $1.00.

Condemnation, Route 5, Section 2

The State Highway Engineer recommended appeal from award of $2,640.00 by condemnation commissioners to Jacob Heinochowitz on Route 5, Section 2, be authorized. On motion by Mr. Jolin, seconded by Mr. Stewart, the Commission authorized that an appeal be made from award of $2,640.00 as made by the condemnation commissioners to Jacob Heinochowitz on Route 5, Section 2.

Right of Way, Route 5

The State Highway Engineer submitted a report in connection with the claim of Henry C. Beecher concerning property [illegible] for the construction of Route 5, Section 2, Budd Lake, and recommended that the Commission authorize an expenditure of $80.00 for making of a fill at the property of Mr. Beecher as requested. On motion by Mr. Jolin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and directed that a fill be made at the property of Mr. H. C. Beecher on Route 5, Section 2, at an expenditure of $80.00.

Right of Way, Amboy Bridge

The State Highway Engineer reported that a tentative offer of $29,405.80 had been made to the Bonnell Lumber Company for property necessary on account of construction of Perth Amboy and the offer refused by them, and recommended that a formal tender of this amount be made and in the event of refusal by the Bonnell Lumber Company to accept same, that condemnation be proceeded with. On motion by Mr. Jolin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and adopted the following resolution, directing that a formal tender of $29,405.80 be made to the Donnell Lumber Company for property necessary on account of the construction of the Amboy Bridge, and in event of their refusal to accept same, that condemnation proceedings be instituted.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 4, Perth Amboy Bridge, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point, said point being the northeast corner of land of the Donnell Lumber Company and the southeast corner of land of the C. Pardee Tile Works, and approximately at right angles to the center line of Route 4 at Station 2 plus 52, and running

Thence (1) south twenty-eight degrees, thirty-four minutes west, one hundred and seventy-two feet and fifty-one hundredths of a foot (172.50');

Thence (2) south fifty degrees, six minutes west, two hundred and thirty-three (233') more or less;

Thence (3) south six degrees, thirty-seven minutes west, two hundred and forty-three feet (243') more or less;

Thence (4) in a southwesterly direction and parallel to said center line a distance of eight hundred and thirteen feet (813') more or less, to the northerly Bulkhead Line in the Raritan River;

Thence (5) along said Bulkhead Line north forty-six degrees, fifty-three minutes and fifty-eight seconds west, (Magnetic) one hundred and sixteen feet (116') more or less, to the dividing line between lands of the Donnell Lumber Company and the National Fireproofing Company;

Thence (6) along said dividing line, north forty degrees, twelve minutes east, forty-four feet and fifty-five one hundredths of a foot (44.55');

Thence (7) along said dividing line, north thirty-five degrees no minutes east, seven hundred and forty-nine feet and eighty-seven one hundredths of a foot (749.87');

Thence (8) along said dividing line, north eleven degrees, forty-nine minutes east, one hundred and fifty-seven feet (157') more or less;

Thence (9) in a northeasterly direction and parallel to the center line of Route 4, for a distance of four hundred and fifty-eight feet (458') more or less, to the dividing line between lands of Donnell Lumber Company and the C. Pardee Tile Works;

Thence (10) along said line south sixty-one degrees, twenty-six minutes east, one hundred and three feet (103') more or less, to the place of beginning.

CONTAINING three and five tenths acres (3.5 A) more or less;

Excepting that portion of land belonging to the Raritan and North Shore Railroad.

The State Highway Engineer is hereby authorized and directed, on behalf of this Commission, to make an offer of the sum of $29,405.80 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

The State Highway Engineer submitted a report as to damage done to Ford Sedan of Mr. J. S. McCurdy by one of our Maintenance men throwing a shovel full of slag against same, and recommended that a claim of $25.00 for the refinishing of the car be approved. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that a claim for damages in the amount of $25.00 be allowed to J. S. McCurdy on account of damages done through one of our men.

Route 15, Section 4

The State Highway Engineer submitted an opinion from the Attorney General in the matter of the obligations of the Cumberland County Traction Company as to the relocation of its tracks and pavement on Route 15, Section 4, and recommended that the Commission authorize the advertisement of this work and that the trolley company be advised that they will have to pay for the pavement of the tracks after same have been relocated by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the recommendation of the State Highway Engineer and ordered advertisement of the work on Route 15, Section 4, with the understanding that the trolley company will be required to pay for the cost of paving the trolley tracks, if such cost can be collected.

Millville Hearing

In connection with the above matter, the Secretary advised that the City of Millville had been informed that they would be given an opportunity to appear before the Commission before the matter was settled. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the City of Millville be advised that they will be given an opportunity to appear before the Commission at its next meeting.

Right of Way, Route 16

The State Highway Engineer submitted purchase agreements covering the Heman Childs property on Route 16, Section 6-A, on which the consideration was $7,800.00. There was considerable discussion on this matter, the sense of the Commission being that this amount was considrable, in view of the damage done, and on motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this purchase be held up until such time as Commissioners Kidde and Stewart shall have an opportunity to make further investigations in regard to same.

Township Aid-Camden County

The State Highway Engineer recommended approval of several Township Aid Force Account agreements covering roads in Winslow Township, Camden County. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the following Township Aid Force Account agreements:

Blue Anchor-Brooklyn-Sicklerville Road, Winslow Twp., Camden Co.
Walker Road, Winslow Township, Camden County.
Spring Road, Winslow Township, Camden County.

Broadway - Asbury Rd

Township Aid, Warren County

The State Highway Engineer recommended approval of extension of time and final acceptance on Broadway-Asbury Road, Franklin Township, Warren County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the acceptance and final payment on the Broadway-Asbury Road, Franklin Township, Warren County, Township Aid, the said acceptance carrying with it an approval of extension of time to July 27, 1923, the date of completion.

Clinton Ave - Lawline Rd.,
Township Aid, Bergen County

The State Highway Engineer recommended approval of extension of time and final acceptance on Clinton Avenue & Lawline Road, Franklin Township, Bergen County, Township Aid. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the acceptance and final payment on Clinton Avenue and Lawline Road, Franklin Township, Bergen County, Township Aid, the said acceptance carrying with it an approval of extension of time to September 1, 1923, the date of completion.

Request - State Aid, Union County

The State Highway Engineer presented a request from the County Engineer of Union County, Mr. J. L. Bauer, for aid in connection with the resurfacing of East Broad Street, Westfield, for a distance of 6300 feet. Mr. Stewart moved that the county be advised that the proper procedure to be followed in this matter would be for the Town of Westfield to make application for aid through the county for aid from the Motor Vehicle Fund account. This was seconded by Mr. Kidde and adopted.

Washington-Buttzville Road,
Section 3

The State Highway Engineer recommended acceptance and final payment on the Washington-Buttzville Road, Section 3, Warren County, State Aid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission accepted the completed work on the Washington-Buttzville Road, Section 3, Warren County, State Aid, and authorized final payment thereon.

Bridgeton-Port Norris Road,
Sections 1 and 5

The State Highway Engineer recommended approval of award of contract for the Bridgeton-Port Norris Road, Sections 1 and 5, Cumberland County, Motor Vehicle Aid, on which one bid was received in the amount of $19,036.04. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract for the Bridgeton-Port Norris Road, Sections 1 and 5, Cumberland County, Motor Vehicle Aid, on the low bid of $19,036.04.

Roads to Institutions

The State Highway Engineer recommended that $4500. be allotted from the emergency repair fund for the repair of road from Vineland to the State Home for Feeble-Minded (Roads to State Institution), on which the township is willing to spend $1,500.00, toward a total cost of $6,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an allotment of $4,500.00 toward the repair of road from Vineland to the State Home for Feeble-Minded, the said allotment to come from the Emergency Repair Fund.

Route 9, Section 12, Westfield

The State Highway Engineer submitted a letter from Alexander Blair, Town Surveyor of Westfield, Union County, relative to additional width of paving through the Town of Westfield on Route 9, Section 12, and recommended that Mr. Blair be advised that the State will pay for paving only twenty-two feet. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directe that Mr. Blair be advised that the State will pay for the paving of twenty-two feet width and no more, the balance to be paid for by the town.

Signs

The State Highway Engineer submitted for the approval of the Commission, types of signs, both cautionary and directionary, which signs have already been approved by the County Enginaers' Association. After some discussion of the matter the Commission, on motion by Mr. Kidde, seconded by Mr. Stewart, approved of the directionary and cautionary signs as submitted with the understanding that a narrow border will be placed on same. In connection with this matter, Commissioner Stewart submitted samples of directionary signs such as are used in England and France.

Signs

The State Highway Engineer further submitted for the approval of the Commission several styles of signs to be used for the marking of State Highway Routes and asked that Commission approve one of the signs as submitted. After more discussion of the matter, Mr. Kidde moved that the Commission approve of the sign with the route number banded through the center of the state, with the suggestion that one of these signs be made up for the next meeting with the names of the terminal points of the route printed in the white strips above and below the number. This was seconded by Mr. Jelin and adopted.

Leave of Absence

The State Highway Engineer submitted for the information and approval of the Commission the request of Vincent J. Laughran for a further leave of absence on account of sickness, together with a physician's report thereon. After a considerable discussion on this matter, Mr. Kidde moved that the Commission approve of an additional leave of absence for thirty days to Mr. V. J. Laughran. This was seconded by Mr. Stewart and adopted.

The State Highway Engineer submitted for the information of the Commission and their action thereon, the request of Matthew Henry for an additional leave of absence due to sickness, together with a physician's report in which it was advised that he would probably be able to report for work within two weeks. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission granted an additional leave of absence for two weeks to Mr. Matthew Henry.

The State Highway Engineer also submitted a request for leave of absence as made by Lawrence Dalton, together with physician's report thereon. In connection with this report, Mr. Muir who was present, advised that Mr. Dalton had already returned to his work, and no action on this request was required at this time.

Employments

The State Highway Engineer submitted a report on employments as made since the last meeting of the Commission and recommended the ratification of the Commission thereon. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the following list of employments as made by the State Highway Engineer since the last meeting:

Oct. 15,	Alvin L. Ruefer,	Rodman	$ 90.00 mo.
" 8,	C. F. Yard,	Jr. Engineer	125.00
" 15,	Philip H. Burch,	Br.Dfts. & Des.	200.00
" 1,	Nina M. Hann,	Clerk Stenog.	80.00
" 1,	Chas. Zweigle,	Adm. Chauf.	135.00
" 8,	John A. Egan,	Clerk Typist	80.00
Sept. 24,	C. W. Dexheimer,	St. Sh. Oper.	150.00

Hourly Basis

Oct. 3,	C. W. Chafey,	Gar. Assistant	$ .45 hr.
Sept. 17,	P. H. Bundy,	Motor Tr. Driver	.45
" 26,	R. C. Davis,	" " "	.40
Oct. 1,	Archie McBride,	" " "	.45
" 1,	John Firman,	" " "	.45
" 1,	William Fisher,	" " "	.45
" 1,	John Flanagan,	Gar. Asst.	.45
" 4,	Oliver Hulse,	Motor Tr. Driver	.50
" 4,	Chas. D. Douglass,	Mechanic	.60

Right of Way, Route 16, Section 6-A

The State Highway Engineer submitted a letter that had been received by the Chairman from Robert Burnett concerning the acquisition of his property on Route 16, Section 6-A, in which he asked that the agreement which he had executed be returned to him, inasmuch as he felt same had been signed under a false understanding. After a considerable discussion on the matter, Mr. Kidde moved that some member of the staff of the State Highway Department be instructed to call upon Mr. Burnett and explain to him that there had been no intention on the part of the Commission to deceive him on this matter, and if necessary to make some slight concession to Mr. Burnett in addition to the terms of the agreement in order that the matter could be settled satisfactorily to both parties. This was seconded by Mr.Stewart and adopted.

Right of Way-Route 4

The State Highway Engineer advised the Commission that there was a similar condition in connection with the acquisition of the Bigot property on Route 4, where Mr. Bigot claimed that there had been no mention made of the slope that was required when he was shown the stakes for the road. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this matter be handled in the same manner, and that a representative of the Department take same up with Mr. Bigot.

Right of Way-Route 13

The State Highway Engineer submitted purchase agreements for the purchase of property from John E. Reynolds in the sum of $1842.00: George Mardle in the sum of $270.00; and John E. Reynolds in the sum of $3249.00, all on Route 13, Section 5, and requested Commission action thereon. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the purchase of these properties be referred to Mr. Jelin for his investigation.

Tests of Materials

The State Highway Engineer submitted a letter from Wm. C. Cattell, County Engineer of Gloucester County, requested that the Commission allow the Laboratory forces to test the cement to be used in the construction of the Woodbury-Blackwood Road, Section 1, without cost. After considerable discussion of the matter, the Commission directed that Mr. Cattell be advised that the Commission will approve of this cement being tested by the State Laboratory without charge, with the understanding that this will not establish a precedent in the matter of testing cement for county use, a~~t~~ motion to this effect being offered by Mr. Jelin and seconded by Mr. Kidde.

Route 10, Section 1-B

The State Highway Engineer submitted the papers and report on Route 10, Section 1-B, Anderson Avenue to Arcadian Way, which has been completed and is now ready for acceptance. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this matter be referred to Mr. Kidde for his inspection and report to the Commission thereon.

Detour - Route

The State Highway Engineer submitted a revised detour for use in connection with the construction of Route 1, Section 12, Rahway Avenue, Elizabeth, and recommended the Commission's approval thereof. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the adoption of the following detour on account of the construction of Route 1, Section 12, Rahway Avenue, Elizabeth:

> "Beginning at the intersection of Cherry Street and Rahway Avenue, in the City of Elizabeth, running thence (1) northerly on Cherry Street a distance of approximately 0.4 miles to Westfield Avenue; thence (2) westerly over Westfield Avenue; thence (3) southerly over Elmora Avenue, a distance of approximately 0.7 miles to Rahway Avenue, Route 1."

Frank Reddan-Appointment

Mr. Jelin advised the Commission that in accordance with the action of the Commission at the last meeting, he had requested Mr. Frank Reddan to be present and asked that the Commission take some action on the matter of his appointment. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the appointment of Mr. Frank Reddan as Clerk to the Chairman at a salary of $1200.00 per annum.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission adjourned at 6:00 P.M. to meet in regular session on Tuesday, October 16, 1923.

Respectfully submitted,

A. LEE GROVER

Secretary.

MINUTES OF MEETING - October 16, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 16, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Minutes Approved

Commissioner Kidde reported the reading of the minutes of the meeting of July 31, 1923, and moved that the same be approved with some minor typographical changes as recorded. This was seconded by Mr. Jelin and adopted.

North Jersey Traffic

The Secretary presented a communication from the Convention Reporting Company of New York, requesting whether they could make a report of the conference to be held between the North Jersey Rapid Transit Commission, the State Highway Commission, and the Port Authority. On motion duly seconded, the Secretary was directed to notify the reporting agency that it was proposed to conduct an informal round table discussion of which no record need be made, and further that the North Jersey Rapid Transit Commission be advised that it is expected that the conference will be informal.

Crescent Road, Franklin Township, Bergen County

The Secretary informed the Commission that a delegation was present from Franklin Township, Bergen County, and desired a hearing. On motion duly seconded, the hearing was granted. There appeared Mayor Harmon and Mr. Frost of Franklin Township, and requested information re an application filed with the Commission for the improvement of Crescent Road, Franklin Township. Assistant State Highway Engineer Reed informed the Commission that he would recommend the sum of $6,115.00 be allotted from the Bergen County Township Aid account. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the allotment of a balance of $6,115.00 as the State's share of Township Aid to Crescent Road, Franklin Township, Bergen County, and any additional aid to be made the subject of another application from the next year's funds.

Morris Canal Report -

Commissioner Kidde reported to the Commission that he had informally met two members of the Morris Canal Commission and had discussed the condition of the bridges on State Highway routes over the abandoned Morris Canal, in accordance with report submitted by the Bridge Division. Discussion was had as to the estimate for placing such bridges in shape, and means for securing a similar report from the various counties. There was also discussed the possibilities of constructing a highway on the bed of the canal across the City of Newark to connect with Passaic and Paterson. Commissioner Kidde suggested that it might be possible to arrange for a conference between the Morris Canal Commission and the State Highway Commission, sometime in the near future. No definite decision was reached by the Highway Commission, pending the results of the meeting with the North Jersey Transit Commission on the 24th instant.

New Brunswick Bridge, New

The Secretary presented a communication from James Neilson of New Brunswick, forwarding a list of Trustees of the New Jersey State College for Women, as appointed to treat with the Highway Commission on the matter of the proposed new bridge at New Brunswick. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the communication be acknowledged and that the Secretary inform Mr. Neilson that it wasn't the purpose of the Commission to insist upon a special representation from the State College for Women, but if desired, a meeting could be arranged after the engineering data was in shape, which would be some time in November.

Invitation to Vineland

The Secretary presented a communication from Mr. Pearse, Secretary to the Governor, forwarding a telegram from Miss Thelma Parkinson, of Vineland, N.J. inviting members of the State Highway Commission to meet with representatives of important South Jersey towns at Millville, on October 17th, on the matter of roads in that section of the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the telegram be acknowledged, and that due to its late receipt, the Secretary inform Miss Parkinson that other engagements will not permit of the attendance of the Commissioners, and it is also felt that the Commission will be in a better position to consider the questions involved, after a conclusion has been reached at their meeting.

Route 13 - Detour

The Secretary presented a communication forwarded by Mr. Pearse, Secretary to the Governor, transmitting a complaint from Mrs. Charles E. Mershon of Monmouth Junction, N.J. as to the dangerous condition existing at the intersection of the Brunswick Pike and the Ridge Road, used as detour for Route 13 traffic. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a temporary danger signal be installed at this point.

Communications

On motion by Mr. Kidde, duly seconded, the Commission directed that the communications from Mr. Pearse be acknowledged, together with a statement of the dispositions made.

Invitation to Washington

The Secretary presented a communication from the Kiwanis Club of Washington, N.J. inviting the Commission to be present as guests of the club at Baker's Inn, Washington, N.J. at a meeting to be held at the convenience of the Commission on November 7th or 20th. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted the invitation extended, and directed the Secretary to inform the Kiwanis Club of Washington, New Jersey, that the 20th of November will be the most desirable date and information will be forwarded at a later date as to the number who can attend.

Route 18, through Tenafly

The Secretary presented a communication from the Commissioners of the Palisade Interstate Park, transmitting fully executed agreement between the Borough of Tenafly and the Commissioners of the Palisade Interstate Park of New Jersey, with respect to the proposed change in the location of the State Highway Route 18 where it crosses Greenbrook Park in the Borough of Tenafly. The Secretary explained that this covered the link questioned at the public hearing as to the taking over of Route 18. Commissioner Kidde moved that the Secretary acknowledged the receipt of the agreement and the State Highway Engineer be directed to place the necessary survey parties on that section of Route 18 from Alpine to Englewood in order that the correct right of way be established for the official taking over of Route 18, said study taking advantage of the scenic value of the road. This was seconded by Mr. Stewart and adopted/

Route #16, Section #5.

The Secretary presented a communication received by the Commissioner Jelin from Senator Pierson, transmitting a letter from J. F. Chapman & Son, contractors on Route #16, Section #5, requesting permission to sublet the concrete paving work on Route #16, Section #5, tp P. Camello & Co. of Westfield, N.J. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the subletting of concrete paving work on Route #16, Section #5, to P. Camello & Co. of Westfield, N.J., the same having been recommended by the State Highway Engineer and the responsibility for the entire work resting upon the contractors, J. F. Chapman & Son.

Route #4, through South Amboy.

The Secretary presented to the Commission a communication received from the General Superintendent of the P. R. R. requesting settlement of a claim of the railroad company for property taken by the State for road purposes on Route #4, through South Amboy. The Secretary explained to the Commission that this claim was one presented to the former State Highway Commission and was never given consideration. He further informed the Commission that the amount of the claim at the present time was $18,000.00, covering proportionate share of trestle work of the railroad and that money had already been paid for the actual land taken. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and that the railroad company be directed to arrange for a representative to appear before the Commission and explain the claim.

Proposed Route #19, Atlantic County.

The Secretary presented a communication from the Atlantic County Board of Freeholders transmitting a resolution requesting the commission to take over Route 19, from Seaville by way of Palermo, Marmora, Beesley's Point, Somers Point and Absecon. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Atlantic County be advised that the Commission is considering the matter of additional State Highway Routes, but is not yet in a position to take definite action in these matters.

Main St., Hightstown

The Secretary presented a communication from William H. Thompson, Mayor of Hightstown, requesting the Commission to give favorable consideration to the matter of replacing the present iron rail on Main Street Bridge with a stone parapet and for the widening of the intersection of Route 1 with Route 7. State Highway Engineer Sloan stated that he had investigated the situation at Hightstown, and he would recommend that the Commission approve of the placing of a parapet wall on the Main Street Bridge of cut stone similar to the proposed work to be done on the Memorial Park project in Hightstown, and further that such paving as is necessary to complete the widening of the corner be taken by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

On motion, duly seconded, the Commission recessed for luncheon at 12:30 P.M. to meet again in regular session at 2:00 P.M. The Commission reconvened at 2:00 P M. as agreed with the same members present as at the morning session.

Bergen County Hearing - Route 17

The Secretary informed the Commission that Mr. J. E. Thier, Road Supervisor of Bergen County, was present and desired a hearing. On motion duly seconded, a hearing was granted. Mr. Thier appeared before the Commission and inquired concerning the disposition to be made by the Commission of Route 17; that is whether or not it would be taken over by the State Highway Commission before it would be necessary for the County of Bergen to arrange its maintenance schedule for 1924. Chairman Scott informed Mr. Thier that the State Highway Commission was prepared a study of proposed routes to be taken over and its Motor Vehicle Schedule for 1924, and he suggested that Bergen County arrange its schedule so that Route 17 would be included in the same, and in the event that it was taken over by the State it could be struck off from the schedule.

Route 5; Sec 4.

Millville Hearing

The Secretary informed the Commission that a delegation from Millville, New Jersey, was present and desired a hearing in accordance with their request to the State Highway Commission. On motion duly seconded, a hearing was granted. There appeared from the City of Millville, C. M. Felmey, Mayor; Louis Miller, City Solicitor; N. R. Wade, City Engineer; also A. R. McAllister, Attorney for the Cumberland County Traction Co., Walter Bacon, representing the said Traction Co., and G. W. McPherson, President of the Cumberland County Traction Co. Mr. Miller, in speaking in behalf of the delegation, expressed appreciation for having been invited to the meeting in order to expedite the completion of Route 15, Section 4, through Millville. He reported that he believed that the City Engineer had come to an agreement with the State Engineers on the matter of a storm water drain through Millville, and also that the extra width pavement beyond that to be paid for by the State would be paid for by the City of Millville. The Secretary informed the Commission that while these arrangements had been taken care of by the Engineering Department of the City and State, no formal agreement was as yet, submitted for approval by the State Highway Commission. Assistant Construction Engineer Moore informed the Commission that the matter of the drain was taken care of on a fifty-fifty basis. Mr. Bacon, representing the Cumberland County Traction Co. reported that he appeared to bring before the Commission the position of the Cumberland County Traction Co. relative to paving through the City of Millville, where it involved the moving of the tracks of the Company. He informed the Commission that his interpretation of the opinion of the Attorney General rendered in this case was to the effect that the Cumberland County Traction Company would not have to pay for any paving done between the tracks. Mr. Miller, City Solicitor, outlines to the Commission the status of the franchise existing over the line occupied by the Traction Company and stated that he felt that the obligations of the franchise were still effective, and it was the duty of the Cumberland County Traction Co. to pave between its tracks at any location where the tracks might be placed. State Highway Engineer Sloan informed the Commission that he felt that the opinion of the Attorney General was to the effect that the State must pay for the moving of the rails if same are moved but that it was the obligation of the Traction Co. to do any paving as was necessary. Mr. McAllister, Attorney for the Cumberland County Traction Co. informed the Commission that he realized the deplorable conditions existing on Route 15, Section 4, and that he was very anxious to do anything which would assist in having this work finished but he was unwilling to waive any rights which the Traction Co. might have. Commissioner Kidde inquired whether there would be any objection on the part of the Traction Co. for the State to move the tracks from their present location to the center of the roadway. He was informed that there would be no objection to this. He, therefore, asked whether or not the work could proceed on the basis of having the tracks moved and the paving completed in the State contract, subject to there being a decision reached in the courts as to the liability for the said paving. This was considered agreeable by the representatives of the Traction Co. and Commissioner Stewart further inquired whether in the event the work was done by the State, there would be no questions raised on the part of the Traction Co. either as to the cost of this work or as to the duration of time for its completion, all these matters to be at the discretion of the State Highway Commission. Mr. Bacon, representing the Traction Co. informed the Commission that there would be no objections raised and that it would be entirely satisfactory to the Company to agree to accept the discretion of the State Highway Commission in the matter of the cost of the track removal, etc. There was considerable discussion as to the furnishing of new rails and ties for the trolley tracks in this area, but it was decided that this could be amicably adjusted by the Company, and the Engineering Division, when it was determined as to the quantity of new materials needed. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a form of agreement be prepared for approval, to be entered into by the Cumberland County Traction Co. and the State Highway Commission, covering all the items necessary in the moving of the tracks and the construction of pavement on Route 15, Section 4. State Highway Engineer Sloan informed the Commission that advertisement had already been authorized for this work including all the trolley track structure.

Lignin Binder, Atlantic County

State Highway Engineer Sloan presented to the Commission a report on one bid received for lignin binder in Atlantic County. Commissioner Jelin called attention to a communication received by him bearing upon this work, and moved that Atlantic County be notified that the State Highway Commission does not approve of a contract for the application of lignin binder, and in view of the lateness of the season it is suggested that the County take advantage of the provisions of Chapter 185 of the Laws of 1918 for the obtaining of new bids to the end that lower prices might be secured. This was seconded by Mr. Kidde and adopted.

General Scott, at this time, informed the Commission that due to an important appointment in New York he must be excused. On motion by Mr. Kidde, seconded by Mr. Jelin, Commissioner Stewart was named as Chairman pro tem.

Signs

North Jersey Automobile Club

The Secretary presented a communication from the North Jersey Automobile Club offering its services to the State Highway Commission in the erection of directionary or cautionary signs it might desire to place in the North Jersey district. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and the Secretary was directed to notify the North Jersey Automobile Club that the Commission at its last meeting approved the design for signs to be placed throughout the State, the same to be standardized with the signs for the counties and that these would be placed as soon as possible by the forces of the Commission, and further that the Commission appreciates very much the kind offer of the Club.

J. M. Reilly-Claim

The Secretary presented a communication from Edward R. McGlynn requesting consideration of a claim held by his client, Mr. James M. Reilly, for expense incurred in the preparation of plans, etc. for the lease of quarters in Newark, N.J. for the State Highway Department, which were not taken up by the former Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that a request be made for full data on which it is considered there is a basis for the claim as presented.

Invitation to Chicago

The Secretary presented a communication from the American Road Builders Association advising of the annual convention of the As-

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sociation to be held at Chicago on January 14th to 18th, 1924, and requesting the Commission to take an active part in this Convention. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this communication be received and referred to the State Highway Engineer for his recommendation.

Fredon-Newton Rd.

T. J. Wasser, Hearing

The Secretary informed the Commission that Mr. T. J. Wasser of the Public Service Production Company was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Wasser informed the Commission that he had taken up for settlement the matter of payment for completed work on Newton-Fredon Road, Sussex County State Aid. He informed the Commission that this work was completed at the time he was State Highway Engineer, but was done under the direction of the County Engineer with the State Inspector thereon, that difficulty had been encountered by the Public Service Production Co. in obtaining satisfactory superintendence of the work, which resulted in a road of good riding quality and of proper strength, but of poor workmanship, especially at the joints. He stated that the County of Sussex was willing to consider any suggestions which might be acceptable to the State Highway Commission. He offered on behalf of the Public Service Company to place a bond guaranteeing the entire job for a period of five years against any defect whatsoever, and that the company would forego any rights to contest any claim to be made as to such defects. Commissioner Kidde stated that he did not feel that the Commission should pay one hundred per cent for a road that was not in complete accord with the specifications and he suggested that an asphalt surface be placed over the entire work by the contractor. State Highway Engineer Sloan informed the Commission that any defects which might occur due to the improper joint construction would tend to destroy any surface pavement as well as the foundation. He stated that he felt that the pavement was of sound construction and of proper strength and he would not recommend that the Commission order the same torn up but that there should be some adjustment reached as to the payment for the same, and a guarantee as to its structure.

Commissioner Jelin inquired whether a ten year bond could be secured and was informed that the bonding company provisions do not permit of bonds beyond a five year period. Commissioner Kidde stated that he was averse to accepting the work as a hundred per cent job, and he would suggest that a sufficient amount, say 25%, be withheld from the contractors for a period of five years, and in the event that the pavement did not stand up satisfactory, this should be forfeited as a penalty, and in addition to this that the bond be prepared for the entire work. This seemed to meet all objections on the part of the Highway Commission and Mr. Wasser informed the Commission that this proposition was acceptable to the Public Service Production Company, although he would not consider it as definite conclusion until it had been presented and approved by the Sussex County Board of Freeholders, the proposition being that payment will be made to the Public Service Production Company in the amount of 75% of the cost of the work on the Newton-Fredon Road; that the remaining 25% is to be held for five years as a guarantee, said 25% or any part thereof, to be forfeited in the event the road is not in good condition at the end of such a time, or at a time previous if so decided by the Commission; further that the Public Service Production Company will furnish a bond for 100% of the work and will do any and all repairing necessary without making any claim as to the reason for such repairs.

Alpha Boro Road, Warren County

State Highway Engineer Sloan presented a report from the Assistant State Highway Engineer advising that in the matter of the Alpha Boro Road, Warren County, the Cement Company stated that it did not make any promises of contributing cement for the Alpha Boro Road. Commissioner Kidde stated that he felt reasonably sure that some sort of promise was made, but in view of the fact that the State's share of the work was not affected thereby, he moved that approval be given for the construction of Alpha Boro Road, Warren County without any provision as to the material for the work. This was seconded by Mr. Jelin and adopted.

Farmingdale-Squankum Road

The Secretary presented a communication from Arthur Brisbane forwarded by Governor Silzer bearing on the matter of completing the county road between Farmingdale and Squankum. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be referred to Assistant State Highway Engineer Reed in order that the same might be taken up with the proper county authorities.

The Schedule of Business was next taken up for consideration, item by item, as follows:

Cedar Bonnet Bridge

State Highway Engineer Sloan reported that plans and specifications were completed for Cedar Bonnet Bridge over Manahawken Bay, and recommended that authority be given to advertise the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Cedar Bonnet Bridge over Manahawken Bay, Ocean County, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place advertisement for same.

Inland Waterway Bridge, Route 4

State Highway Engineer Sloan reported plans and specifications completed for the Inland Waterway Bridge on Route 4 at M.P. 66.6 in Monmouth County, and recommended authority for advertising the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Inland Waterway Bridge on Route 4, at M.P. 66.6 in Monmouth County, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place advertisement for the same.

Route 13, Section 5, Bridges

The State Highway Engineer presented the following report of bids received for the construction of bridges at M.P. 1.0 and 2.6 on Route 13, Section 5, Trenton-Lawrenceville Section, and recommended award to the lowest bidder, Grant & Driver, of Trenton, N.J.

Grant & Driver	$ 31,982.00
Kolyn Construction Co.	40,471.00
F. W. Schwiers, Jr. Co.	44,900.00
Harris Structural Steel Co. and Snook and Sons	49,270.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of an award of contract for the construction of Bridges at M.P. 1.0 and 2.6 on Route 13, Section 5, Trenton-Lawrenceville Section, to Grant & Driver of Trenton, N.J. at their's the lowest bid submitted in the amount of $31,982.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts on behalf of the State Highway Commission after approval by the State Highway Engineer.

Route 13, Section 6, Bridges

State Highway Engineer Sloan presented the following bids received on bridges at M.P. 3.9, 5.7, and 7.9 on Route 13, Section 6, Lawrenceville-Princeton Section, and recommended award to L. J. Sieling at his the lowest bid submitted.

L. J. Sieling	$ 41,700.00
P. A. Hennessey & Sowell	43,475.00
Grant & Driver	44,381.00
S. S. Thompson & Co., Inc.	46,865.00
Kolyn Construction Co.	47,980.00
General Cont. & Const. Co.	49,000.00
A. L. Trimpi	57,350.00
F. W. Schwiers, Jr., Co.	59,900.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve an award of contract for the construction of bridges at M.P. 3.9, 5.7, and 7.9 on Route 13, Section 6, Lawrenceville-Princeton Section, to L. J. Sieling of Red Bank, N.J., at his the lowest bid submitted in the amount of $41,700.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts on behalf of the State Highway Commission after approval by the State Highway Engineer.

Right of Way, Route 14, Sec. 9.

State Highway Engineer Sloan presented purchase agreements for property on Route 14, Section 9, and recommended approval by the State Highway Commission, all of these properties having been secured for the price of $1.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property of $1.00 each and directed that an expression of thanks to be forwarded to the owners.

Ida S. VanGilder	Consideration	$1.00	
Mark L. Stebbins & Wife	"	1.00	
Jos. B. Sharp & Wife	"	1.00	
L. H. Dallas & Wife	"	1.00	
Sophie C. Lee & Ludlum M. Lee	"	1.00	
Chas.W.Mumford & Wife	"	1.00	Q.C.D.
M. G. Barsby & Wife	"	1.00	Q.C.D.

Right of Way, Route 14, Section 8

State Highway Engineer Sloan presented purchase agreements for property on Route 14, Section 8, and recommended approval of same by the State Highway Commission, all of these properties having been secured for the price of $1.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property at $1.00 each and directed that an expression of thanks be forwarded to the owners.

D. W. Hewitt & I. T. Kandle	Consideration	$1.00
Rolla Hewitt & V.P.Hewitt, 2 parcles	"	2.00
C. W. Beall & Wife	"	1.00
Maurice Cain & Wife	"	1.00
E. S. Townsend & Wife	"	1.00
J. A. Gety & Wife	"	1.00
T. S. Hampton & Wife	"	1.00
G. M. Robinson & Wife	"	1.00
Allison Ludlum & Wife	"	1.00
Arthur C. Patterson	"	1.00
Ethel Townsend, Sallie & Alfred Spark	"	1.00
Edward Fox & Wife	"	1.00
Frambus Jerrel & Wife	"	1.00

Right of Way, Route 4, Section 20.

State Highway Engineer Sloan presented to the Commission a report on property of Margaret E. Osborne on Route 4, Section 20, Manasquan River-Sea Girt Section, where it was recommended by the Construction Division that disposition be made without condemnation in view of the fact that there was moving of property involved in the transaction. On motion by Mr. Kidde, duly seconded, the matter was ordered referred to Commissioner Jelin for further report.

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Condemnation, Route 12

State Highway Engineer Sloan recommended that condemnation proceedings be instituted to secure property from Redmond & Crews, required for right of way on Route 12, Little Falls Railroad Crossing elimination, amount of award to be reimbursed to the State by the railroad company, which is to do the work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized condemnation proceedings to be instituted for the acquisition of property on Route 12, from Redmond & Crews, as recommended by the State Highway Engineer.

Lights on Amboy Bridge

State Highway Engineer Sloan presented to the Commission with his recommendation for approval a proposed contract between the State Highway Commission and the Monmouth Lighting Company covering the Lighting of the southerly end of the Amboy Bridge, this contract calling for the maintaining of the thirty-five 25-candle power street series lamps. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized approval of an agreement between the Monmouth Lighting Company and the State Highway Commission for lighting of the southerly end of the Amboy Bridge as recommended by the State Highway Engineer.

Storm Water Drain, Route 1

State Highway Engineer Sloan recommended to the Commission the approval of the installation of a storm water drain on Route 1, Hamilton Ave. and Nottingham Way intersection in Mercer County, the estimated cost of the work being $15,249.00, the County of Mercer to pay one-third of the cost. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for a storm water drain on Route 1, Hamilton Ave. and Nottingham Way intersection, Mercer County.

Route ~~9~~ 4, Section ~~4~~ 2, Atlantic County

State Highway Engineer Sloan reported to the Commission that at the time of the acceptance by the Commission of the work done by the contractor on Route ~~9~~ 4, Section ~~4~~ 2, there was not included in the total bill a charge of $1,900.00 which was paid by Atlantic County to the Strauss Bascule Bridge Company for services rendered in connection with the design of the Nacote Creek Bridge. He advised that this charge should properly come within the amount to be reimbursed to Atlantic County on account of the construction of this route, and recommended that either this amount be paid Atlantic County or that the same be included in the amount which is to be reimbursed to Atlantic County on account of said contract. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the charge of $1900.00 be included and made part of the claim for reimbursement against the State for work done on Route 9, Section 4.

East Main Street, Boonton

State Highway Engineer Sloan reported that he was in receipt of a communication from Mr. Winfield Hopkins, County Engineer of Morris County, advising that the County was desirous of proceeding with the placing of a concrete base on East Main St., Boonton, Morris County, using its own forces and renting equipment, it being the desire of the County to proceed with this base construction, using available balances of funds in the Motor Vehicle Account, and will enter into an agreement with the State Highway Commission to the effect that they will, within a reasonable time, construct a bituminous top on this concrete base, which bituminous top will be satisfactory to the Commission, both as to the character and price. The Commissioners inquired as to the reason for this work being done under force account, and they were informed that it was determined by the county that there would not be sufficient time to advertise this work before cold weather sets in and it was the desire to have the traffic use this base when constructed. Commissioner Jelin stated that he did not approve of work of so large a magnitude being done by force account, and he moved that a communication be forwarded to Morris County advising that the State Highway Commission feels that the size of the work contemplated on East Main Street, Boonton, would hardly justify its being done by force account, and it was recommended that a contract be advertised for this work. This was seconded by Mr. Kidde and adopted.

Damage, Perth Amboy Bridge

The State Highway Engineer presented to the Commission a release on the part of the Tice Towing Company for damage done to the Perth Amboy bridge by the Tug "Numatic" on or about October 25th, 1922. The payment on account of said damage amounts to $1,117.83 and represents two-thirds of the cost of the repairs made necessary by said collision. He recommends that this release be approved on the ground that it was felt that this is a fair settlement in that a proper depreciation should be allowed for that part of the bridge structure which was damaged and which has now been replaced by new timber. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the form of release to the Tice Towing Company and authorized the Chairman to sign the same on behalf of the Commission.

Cranbury Township, Middlesex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the cancellation of unexpended balance of $1.42 standing to the credit of the Dey Road, Cranbury Township, Middlesex County, Township Aid.

Employments

State Highway Engineer Sloan presented the following list of employments made by him since the last meeting of the Commission and recommended ratification of the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following employments as recommended by the State Highway Engineer.

Oct.	8,	Warren W. Warman,	Stenog.	$ 80.00 mo.
"	15,	Martin Bergen,	Br.Const.Insp.	165.00
"	15,	J. E. O'Rourke,	Storekeeper,	145.00
"	15,	Maxwell J. Hoffman,	Clerk-Typist,	80.00
"	9,	Frank Mullen,	Motor Tr. Dr.	.50 hr.

The State Highway Engineer recommended that consideration be given as to the apportionment of balances remaining to the credit of several counties in the State for Township Aid. A schedule was presented and on motion by Mr. Jelin, seconded by Mr. Kidde, the following Township Aid apportionments were approved by the Commission:

Township Aid Balances of Apportionments

County	Township	Road	State's Share
Bergen	Franklin	Crescent Road	$ 6,115.00
"	"	Clinton Ave., R.R. ave.	3,000.00
"	Hohokus	Wyckoff-Ramsey	15,885.00
Camden	Winslow	Williamstown-New Freedom	8,200.00
Cape May	Dennis	Whitefield-Taylor Road	3,000.00
"	"	Sea Isle Junction	1,500.00
"	Middle	Norbury Landing	600.00

County	Township	Road	State's Share
Cape May	Middle	Wildwood Junction	$ 600.00
"	"	Swainton-Goshen	900.00
"	"	" "	900.00
"	"	Cape May Court House-Dian Crk.	900.00
"	"	Shell Bed Landing	300.00
"	Lower	Breakwater Road	750.00
"	"	New England Road	750.00
"	"	Shunpike Road	1,500.00
Cumberland	Upper Deerfield	Cornwell Drive	4,500.00
"	Greenwich	Springtown-Roadstown	2,500.00
"	"	Canton-Greenwich	1,375.00
Morris	Passaic	Main Ave., Stirling	12,000.00
Ocean	Lakewood	" " "	20,000.00
Somerset	Montgomery	Bolmer Cor.-Blawenburg	799.96

Route 10, Section 3,
Little Ferry-Ridgefield

State Highway Engineer Sloan reported to the Commission that Route 10, Section 3, Little Ferry-Ridgefield, Bergen County, was completed and ready for acceptance by the Commission. Mr. Jelin reported that he had gone over this work on the recent trip through Bergen County, and he moved that the Commission approve the acceptance of Route 10, Section 3, Little Ferry-Ridgefield Road, Bergen County, in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Kidde and adopted.

Mill Lane Road, Middlesex County

State Highway Engineer Sloan recommended approval of plans and specifications for Mill Lane Road, New Brunswick Township, Middlesex County, and on motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the recommendation of the State Highway Engineer.

State Highway-Additional Funds

State Highway Engineer Sloan directed the attention of the Commission to the fact that in order to proceed with the construction of State highways it will be necessary to make some arrangement for the transfer of additional State Highway funds for roads purposes. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this matter be taken up at the next meeting at which time all data and resolutions were to be prepared for acceptance by the Commission.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 6:00 P.M. to meet in regular session again on Tuesday, October 23rd, 1923 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - October 23, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 23, 1923.

Present: Walter Kidde, Percy H. Stewart and Abraham Jelin.

Absent: General Hugh L. Scott, Chairman.

In the absence of General Scott, Commissioner Kidde moved the election of Commissioner Stewart as Chairman for the meeting. This was seconded by Mr. Jelin and adopted.

Minutes approved.

Commissioner Kidde reported having read carefully the minutes of the meetings held on August 7, 14 and 21, and he moved that the same be approved as mailed, subject to several typographical errors which he had indicated to the Secretary. This was seconded by Mr. Jelin and adopted.

Minutes to be printed.

Commissioner Kidde brought up for the consideration of the Commission the matter of having the Commission minutes printed in order that they might be forwarded to county officials, etc., who may desire copies concerning action taken. He suggested that the Secretary ascertain what the cost of such printing would be and make a report if possible at the next meeting.

New Amboy Bridge-Readvertisement.

State Highway Engineer Sloan reported to the Commission that plans and specifications were ready for the readvertisement of the Perth Amboy Bridge and although authority had been given for the readvertisement of same, he desired that the Commission ratify his action in authorizing bids to be received on November 27th. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the action of the State Highway Engineer in fixing November 27th as the date on which to receive bids for the construction of the Perth Amboy Bridge, said bids to be taken at the State House Assembly Chamber at 12:00 o'clocknoon. Commissioner Kidde suggested that the advertisement in the Engineering News Record for the Amboy Bridge, be arranged in block form giving prominence to the same in order that high-class bidders may be attracted to submit proposals on the work.

Right of Way, Route 4, South Amboy

The Secretary reported that in accordance with the invitation extended to Mr. C. I. Leiper, General Superintendent of the P.R.R., to appear before the Commission with reference to the claim for right of way at Route 4, South Amboy, there were present Messrs. Harris, Chandler and Kinkade, representing the railroad company. On motion duly seconded, a hearing was granted. Mr. Harris appeared before the Commission and reviewed the facts in connection with the claim of the railroad company for final payment of what had been agreed upon between the railroad company and the former State Highway Engineer, W. G. Thompson; namely, that the State Highway Commission would, in making use of the railroad company's lands in South Amboy, pay for the value of the land taken together with a proportionate share of the cost of overhead bridges spanning the proposed roadway and which had been built at the sole expense of the railroad company. He informed the Commission that this agreement had been approved by the Executive Committee of the State Highway Commission in June of 1919, but that the agreement had never been consummated, nor had any payments been made. Commissioner Kidde stated that he felt that before any action could be taken by the present State Highway Commission, the Engineering Division should make a through investigation of the property actually acquired, and the reason for the objections raised by the former State Highway Commission as to the payment on account of this claim. Mr. Harris informed the Commission that the former Commission had asked for an investigation of the claim but had never taken any action thereon. After further discussion of the matter, Commissioner Kidde moved that the entire matter be referred to Commissioner Jelin and State Highway Engineer Sloan for a full investigation and report with a view toward a final disposition of this claim.

Advisory Board-Camden

The Secretary presented a communication from the Camden County Board of Freeholders advising of the naming of Mr. J. J. Albertson, County Engineer of Camden County, as a member of the Advisory Board for the study of traffic problems in and about Camden. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and filed and the Secretary was directed to acknowledge the same with thanks of the Commission.

Advisory Board-Camden

The Secretary presented a communication from the Delaware River Bridge Joint Commission advising of the naming of Mr. Lawrence Ball, a member of the Board of Engineers, as a member of the Advisory Board to study traffic problems in and about Camden. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and placed on file, and further directed the Secretary to acknowledge the same with the appreciation of the Commission.

Cape May-Lewes Ferry

The Secretary presented a communication from Hon. William H. Bright, State Senator from Cape May County, urging the Commission's favorable consideration of the Cape May-Lewes Ferry proposition. Commissioner Jelin voices his opinion that there may be merits in the claims of Senator Bright that the completion of this ferry will open up the southern end of the State, especially as affecting traffic from points in the southern part of the country to Atlantic City, and he suggested that an investigation be made in order that a report might be presented to the Commission. Commissioner Kidde suggested that it might be possible to secure an opinion from the Chief Engineers of the P.R.R. Marine Department or the Jersey Central Railroad where there was considerable experience in the matter of Ferry Boat operation. After discussion on the matter, Commissioner Jelin moved that Commissioner Kidde in conjunction with the State Highway Engineer be authorized to consult with an engineer who is familiar with such problem as is presented by the Cape May-Lewes Ferry, for the purpose of ascertaining an estimate of what the cost of such a project might be, and such other details as is possible. This was seconded by Mr. Kidde and adopted.

Route 5, Section 8.

The Secretary informed the Commission that Mr. H. K. Salmon, of the Salmon Brothers Company, was present and desired a hearing in reference to the penalty clause invoked against his contract on Route 5, Section 8, Great Meadows-Barker's Corner. On motion duly seconded, a hearing was granted. Mr. Salmon appeared and asked that the Commission remit the penalty of 16½ days overtime on his contract for Route 5, Section 8, and based his contention on the ground that there was, during the period of his contract, a very bad laber situation existing which compelled him to complete the operations on the work with men of inferior knowledge of the work. State Highway Engineer Sloan presented reports showing that Mr. Salmon had been granted an extension of time equal to the total amount of his contract; namely, 120 working days, and in addition to this Mr. Salmon had been informed when the last extension was granted, that the Commission would not give consideration to any further extensions on this contract. Commissioner Kidde directed the attention of Mr. Salmon to the fact that the State Highway Commission was endeavoring to make contractors be more punctual in the performances of their work for the State, and to this end the Commission was keeping a very exact statement as to the progress being performed. After discussion, Commissioner Kidde moved that the matter be taken under advisement at this time. This was seconded by Mr. Jelin and adopted.

Lignin Binder, Atlantic County.

The Secretary informed the Commission that Hon. E. A. Higbee, County Solicitor of Atlantic County, was present with reference to the matter of award of contract for the furnishing and application of lignin binder on Atlantic County roads. On motion, duly seconded, the hearing was granted. Judge Higbee appeared and stated that he had been informed to the effect that a person by the name of Herzog had made a statement before the State Highway Commission at its last meeting that he was prepared to present a bid for lignin binder for Atlantic County, through an agent by the name of Justice, and he(Justice) had been told by a member of the road committee that if he did bid he would not be given an opportunity to sell any road machinery to Atlantic County.

Judge Higbee stated that he felt that his appearance was necessary in order to vindicate the members of the Board of Freeholders in the opinion of the State Highway Commission, should it be decided that a re-advertisement is necessary on the Lignin Binder award, that the County of Atlantic would find itself in a position where it was too late to re-advertise for bids, and therefore the work could not be done. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be held over for consideration until the afternoon session.

Chamber of Commerce membership.

The Secretary presented a communication from the Chamber of Commerce of Trenton, requesting the Commission to give further consideration to the matter of continuing its membership in the Chamber of Commerce of the City of Trenton. On motion, duly seconded the communication was ordered referred to General Scott for his consideration since the Commission had already expressed at a previous meeting that they could not be a member of any one particular Chamber of Commerce in any city without becoming affiliated with others throughout the State.

Route #14, Cape May County.

The Secretary presented a communication from Senator Bright of Cape May County, urging the completion of Route #14, from Marshall's Corner to the Tuckahoe River Bridge approximately seven and one-half miles long, which will practically complete all of Route #14, in Cape May County. On motion by Mr. Jelin, seconded by Mr. Kidde the communication was ordered received and acknowledged, and placed in the file for consideration in connection with the 1924 road building program.

Womens College, New Brunswick

The Secretary presented a communication as received by General Scott from Mable S. Douglass, Dean of the New Jersey College for Women at New Brunswick, forwarding a list of the Committee members appointed by the Board of Trustees of Rutgers College to treat with the State Highway Commission concerning the new bridge location at New Brunswick, and advising of a resolution of the Board of Trustees objecting to the proposed plan through Jones Avenue, and stating that there are several other locations available which are less expensive and better adapted for highway purposes. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file for later consideration.

Posting Highway Streams

The Secretary presented a communication received by Chairman Scott from the League of American Pen Women, urging the posting of names of the streams over which highways pass. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received, acknowledged by the Secretary, and laid on the table.

Camden-Millville-Cape May City

The Secretary presented a resolution from the Wild wood Board of Trade, urging the taking over and construction of the highway from Camden to Millville to Cape May. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Invitation-N.J.Rapid Transit Company

The Secretary presented a communication from Herbert Swan, Secretary of the North Jersey Rapid Transit Commission, informing the Commission that the proposed conference to be held with the Port Authority on October 24th was for the purpose of discussing the work of the several bodies so that there will be mutual co-operation and no overlapping of one anothers work. On motion duly seconded, this was ordered filed.

Kiwanis Club-Change of Dates

The Secretary informed the Commission that due to the misunderstanding, the dates of the invitation of the Kiwanis Club of Washington, to the State Highway Commission, had been changed from the 7th and 20th of November to the 13th and 27th of November. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of the invitation of the Washington Kiwanis Club for the 27th day of November, 1923, and directed the Secretary to so inform them.

Bond Issue

Commissioner Kidde directed the attention of the Commission to the fact that in order to continue the road program it would be necessary to make a change in the issuance of the remainder of State Highway bonds in the hands of the issuing officials and he offered the following resolution for adoption:

WHEREAS, by resolution of the State Highway Commission of June 5, 1923, the Issuing Officials of the State of New Jersey were requested to issue State Highway road and bridge bonds in the sum of $5,000,000.00 for roads and $3,000,000.00 for bridges, making the total of $8,000,000.00 for the year as provided by Chapter 262 of the Laws of 1922, and

WHEREAS, it now appears desirable to change the amounts as applicable for roads and bridges on account of the greater amount of highway work that has been possible to place under contract than was originally anticipated,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the Issuing Officials of the State of New Jersey be and they are hereby requested to apportion the total bond issue for roads and bridges for the year ending December 31, 1923, as follows:

The sum of $6,000,000.00 for constructing, improving, reconstructing and rebuilding of highways.

The sum of $2,000,000.00 for constructing, improving, reconstructing and rebuilding of bridges on said highways.

This was seconded by Mr. Jelin and adopted.

Amboy Bridge Funds

Commissioner Kidde inquired as to what disposition would be made of the Amboy Bridge funds in the event these bridge funds were allocated to road work in accordance with the resolution passed. The Secretary informed the Commission that in view of the fact that the Amboy Bridge contract will not be let until the month of December, the funds for the same will be apportioned beginning with the 1924 account and these in three installments from the 1924, 1925, and 1926 year accounts.

The Schedule of Business was next taken up for consideration item by item:

Route 8, Section 2.

State Highway Engineer Sloan presented the following list of bids received on October 22, for the construction of Route 8, Section 2, Montclair-Verona, and recommended award of contract to Frank Cannova of Lodi, N.J., at his the lowest bid, of 87% of the Engineer's estimated units of cost.

Frank Cannova	87. %
John W. Heller	97.7%
Newark Paving Co.	99. %
J. F. Chapman & Son	102. %
Phillip Jannarone & Sons	115. %

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 8, Section 2, Montclair-Verona, to Frank Cannova of Lodi, New Jersey, at his the lowest bid amounting to 87% of the Engineer's estimated units of cost, said bid amounting to $32,090.38, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Seaside Heights & Island Heights Br.

State Highway Engineer reported to the Commission the completion of the Seaside Heights and Island Heights Bridge over Barnegat Bay on September 15, 1923, and recommended that the Commission accept the same and approve of final payment thereon to L. J. Sieling, contractor, of Red Bank, N.J. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the acceptance and final payment of the Seaside Heights and Island Heights Bridge over Barnegat Bay.

Right of Way, Route 1~~5~~4, Section 8.

State Highway Engineer Sloan presented purchase agreements and recommended acceptance of the same by the Commission on Route 14, Section 8. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously approved of the purchase of parcels of property on Route 14, Section 8, as follows, the same having been recommended by the State Highway Engineer.

From George Eldridge and Roxanna D. Eldridge for the consideration of $1.00 and the rebuilding of 230 lineal feet of galvanized fence at a total estimated cost of $149.50.

From Charles and Anna M. Wills, for the consideration of $1.00 and the rebuilding of 110 feet of lineal mesh wire fence at an estimated cost of $49.50.

From Annie Leaming for the consideration of $75.00.

From Michael and Mary Brodbeck for the consideration of $1.00 and the removal of garage and fence construction at a total estimated cost of $299.45.

From Hattie G. Douglass for the consideration of $1.00 and the resetting of existing fences.

From Frank W. Addison for the consideration of $1.00 by quit claim deed.

From Clarence E. Moore and Marian Moore for the consideration of $1.00 by quit claim deed.

Right of Way, Route 14, Section 9.

State Highway Engineer Sloan presented purchase agreements and recommended acceptance of the same by the Commission, on Route 14, Section 9. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously approved of the purchase of parcels of property on Route 14, Section 9, as follows, the same having been recommended by the State Highway Engineer:

From Aaron Delancy, Parcel 5, for the consideration of $1.00 and filling of driveway to house.

From Edward DeVaul for the consideration of $1.00 by quit claim deed.

From James E. Allen, for the consideration of $1.00, by quit claim deed including the resetting of fences.

From Anthony Canuso and wife, for the consideration of $1.00 by quit claim deed.

From William L. Reem for the consideration of $1.00 by quit claim deed.

Right of Way, Route 5, Section 2-A

State Highway Engineer Sloan recommended approval of purchase agreement for property of Frederick W. Thomas and Ella V. Thomas, and Cona W. Thomas, known as Parcel #2-A on Route 5, Section 2-A, at a consideration of $75.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer for the purchase of property on Route 5, Section 2-A, was approved.

Right of Way, Route 16, Section 6.

State Highway Engineer Sloan recommended to the Commission purchase of property on Route 16, Section 6, known as Parcels 14-A and 14-B, on either side of Mt. Kemble Ave. , from Enoch Howlett for the consideration of $125.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the purchase of Parcels 14-A and 14-B on Route 16, Section 6.

Right of Way, Route 10, Section 1-C

State Highway Engineer Sloan recommended to the Commission that condemnation be authorized on lands needed for the construction of Route 10, Section 1-C. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously approved of the condemnation of lands on Route 10, Section 1-C, as follows:

Parcel #1, owner Fred Buz
" #2, " Oscar Millimet
" #4, " Chas. W. Godfrey
" #9, " Albert Catelan
" #10, " Frazoie Mermet
" #11, " Alareick O. Ouimet
" #15, " Donald McClure
" #17, " Mrs. Emma McGeorge

Route 8, Section 4-A, Bridge

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance of an easement for the construction of a temporary bridge at M.P. 23.2 on Route 8, Section 4-A, from John A. Tice, for the consideration of $1.00. This was seconded by Mr. Jelin and adopted.

Route 4, Section 20, Osborne Estate

State Highway Engineer Sloan presented a report from Assistant State Highway Engineer Reed, advising that in accordance with the action of the State Highway Commission on October 16, Commissioner Jelin and Mr. Reed had inspected the property of A. J. Osborne

Estate, in the Borough of Brielle, on Route 4, Section 20, Manasquan-Sea Girt Section, and after taking the matter up with Mrs. Osborne and her daughter Commissioner Jelin stated that he would recommend that the Commission pay $7,000.00 for the property with the understanding that the owner would have all the buildings removed from the line of work in time to prevent any interference with the construction. Commissioner Jelin stated that he felt that the price of $7,000.00 was not excessive for the land and moving of the buildings and he moved approval of his recommendation. This was seconded by Mr. Kidde, and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 12:30 P.M. to meet in regular session at 2:00 P.M.

The Commission reconvened at 2:00 P.M. as agreed with the same members present as at the morning session.

Right of Way, Burnett Claim

State Highway Engineer Sloan reported in connection with the claim made by Mr. Burnett as to his being misled by the agent of the State Highway Commission that he (Major Sloan) had instructed Mr. Meeker to again see Mr. Burnett. Mr. Meeker had found that Mr. Burnett was unwilling to treat with the Commission upon a fair understanding, and he recommended that the Commission proceed to acquire this property on the basis of the contract already signed by Mr. Burnett and his wife. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that proceedings be commenced for the acquisition of property on the agreement as drawn and upon the recommendation of the Right of Way Division.

Route 15, Section 4, Millville

State Highway Engineer Sloan informed the Commission that in accordance with the hearing conducted by the Commission with the Cumberland County Traction Company and with the authorities of Millville, a form of agreement had been drawn up whereby the State could proceed with the construction of Route 15, Section 4, and the Cumberland County Traction Company would not interfere nor stand upon any technicalities as to the performance of the work leaving the matter of the paving between the trolley tracks up to court decision on the matter. Commissioner Stewart informed the Commission that he had gone over the suggested form of agreement and he was satisfied as to its contents. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the form of agreement as prepared by the State Highway Engineer and directed that the same be forwarded to the Cumberland County Traction Company for execution.

Newton-Fredon Road

Commissioner Kidde in discussing the matter of agreements, called the attention of the Commission to the tentative agreement reached with Mr. Wasser, Engineer of the Public Service Production Company at the last meeting of the Commission with reference to the payment for the Newton-Fredon Road in Sussex County. He suggested that before any definite action is taken by the County of Sussex that the Commission approve of the form of agreement to be entered into, especially with a view toward giving the Commission the discretion of using the 25% to be retained for five years, in the event the pavement is not satisfactory at a previous time. Chairman Stewart informed the Commission that he felt that the form of this agreement should be passed upon by the Attorney General's Department before it could be approved by the State Highway Commission. After further discussion Commissioner Jelin moved that a copy of the minutes of the meeting of October 16th on the matter of the Newton-Fredon Road be forwarded to Senator H. T. Kays, County Solicitor for Sussex County, in order that the agreement may be drawn in accordance with the suggestions as made by the State Highway Commission. This was seconded by Mr. Kidde and adopted.

New Brunswick Bridge

State Highway Engineer Sloan presented a plan with alternating routes for the new bridge at New Brunswick. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission declared an executive session for the consideration of this plan.

American Road Builders Association

State Highway Engineer Sloan presented a report to the Commission in accordance with a request at the last meeting of the Commission concerning the convention of the American Road Builders Association to be held in Chicago during January of 1924, and he recommended that practically the same exhibit as made last year be made this year at an estimated expense of $800.00 and that expenses be provided for approximately eight representatives, at the rate of $150.00 each for the purpose of attending this conference, stating that he felt that information concerning the work being done in other states will be of great value to the Division Heads and he suggested also that as many of the Commissioners as can find it convenient should attend the conference. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized an exhibit and attendance therewith.

Hunterdon County-Seven Per Cent System

State Highway Engineer Sloan presented a resolution from the County of Hunterdon requesting that the Commission approve the placing of the route from Trenton to Flemington to Clinton to Hampton in the Federal Aid Seven Per Cent System. On motion by Mr. Kidde, seconded by Mr. Jelin , the State Highway Commission approved of the request of Hunterdon County and authorized this route to be placed in the Federal Aid Seven Per Cent System without making any guarantee as to funds for its construction.

Mercer County-Seven Per Cent System

State Highway Engineer Sloan called the attention of the Commission in this connection to the fact that the road requested by Mercer County for inclusion in the Seven Per Cent System was the Trenton link in this line and he recommended that the Commission clarify its action taken at the last meeting by approving of the inclusion of this section in the Seven Per Cent System without making any guarantee of funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Engineer approved of the recommendation of the State Highway Engineer and authorized the inclusion of the Mercer County Road in the Seven Per Cent System.

Washington Avenue, Bergen County

State Highway Engineer Sloan recommended the approval and acceptance of Washington Avenue, Washington Township, Bergen County. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was approved.

Township Aid Force Account Agreements

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

Commission approved of force account agreements covering the following Township Aid roads:

Gloucester	Co.	Greenwick Twp.	Tomlin Station Road
"	"	Harrison "	Swedesboro-Harmony School Rd.
"	"	Logan "	Bridgeport-Gibbstown Rd.
"	"	Woolwich "	Bridgeport-Mullica Hill Rd.
Salem	"	Lower Penns Neck Twp.	Harrisonville-Lighthouse-Cemetary Rd.
"	"	Mannington "	Action Station Rd.
Hunterdon	"	Delaware "	Stockton-Rosemont Rd.

Employments

The State Highway Engineer Sloan presented the following list of employments as made by him since the last meeting of the Commission and recommended ratification of the same.

Oct. 16,	H. L. Henderson	Asst. C. E.	$165.00 mo.
" 24,	Bernard Feeney	Highway Const. Inspector.	$185.00

Hourly Basis

Oct. 16,	Herbert Whitesell	Mechanic	$ .60 hr.
" 3,	Bernard Higgins	Gar. Asst.	.45
" 16,	Wm. S. Nugent	Motor Tr.Dr.	.50

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the employments as made by the State Highway Engineer.

Lignin Binder, Atlantic County

The Secretary informed the Commission that Mr. M. R. Young, who was the bidder for the placing of Lignin Binder on Atlantic County roads, and who had been awarded the contract by Atlantic County, was present and desired a hearing. On motion duly seconded, the hearing was granted. Mr. Young appealed to the Commission for a~~n~~ review of ~~unprejudiced~~ the decision in the matter of award of the Lignin Binder contract to him by Atlantic County in view of the statements presented to the commission by County Solicitor E. A. Higbee at the morning session. On motion duly seconded, an executive session was declared after which Mr. Young was again invited before the Commission and was informed by the Chairman that the Commission had investigated charges which were made at the last meeting, and sitting as an unprejudiced committee it had found no truth in the charges as made against Mr. Young and that the State Highway Commission was now prepared to approve of the award of contract for Lignin Binder on Atlantic County Roads. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary notify the County of Atlantic that in the light of information which has come before the State Highway Commission since its last meeting the Commission rescinds its action taken at that meeting requesting readvertisement for Lignin Binder, and in view of the lateness of the season approves of the award of contract as made by Atlantic County for Lignin Binder.

Route 4, Perth Amboy

The Secretary presented a communication from Graham & McKeon, contractors on Route 4, extension, Perth Amboy, requesting the Commission to be present on the grounds on Thursday, October 25th, to consider the matter of the bad conditions of the subgrade and the advisibility of proceeding with the pavement thereon. Commissioner Jelin reported to the Commission that he had been waited on by the contractors who had stated that it was impossible for them to proceed with the completion of this work and that some arrangement should be made whereby the work could be abandoned. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for the purpose of preparing a complete report on the condition of this work and with a view toward ascertaining the liability of the State Highway Commission in the amount of the work done and further that a representative of the Department be delegated to attend the meeting between the City authorities and the contractors on Thursday, October 25th.

Route 17-Taking over

State Highway Engineer Sloan presented to each Commissioner a report as prepared by the Maintenance Division Superintendent bearing on the taking over of Route 17, in which report it was stated that the grand total for maintenance on Route 17 will be $115,087.00. Commissioner Kidde stated that in view of the fact that this route was the only one approved by the Governor at the last session of the Legislature and further in view of the fact that it was felt by the State Highway Commission that the route is a very desirable one in the State Highway, he would move that arrangements be made for a public hearing to be held at Hackensack after the statuatory thirty-day notice, and on a day agreeable to Chairman Scott. This was seconded by Mr. Jelin and adopted.

Paulsboro-Swedesboro Road

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for the Paulsboro-Swedesboro Road, Section 1, Gloucester County, same having been recommended by the State Highway Engineer.

Denville-Mountain Lakes Road

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the contract for the Denville-Mountain Lakes Road, Morris County, Township Aid, same having been approved by the State Highway Engineer.

Crosswicks-Ellisdale Road

State Highway Engineer Sloan presented to the Commission a communication from the Township of Chesterfield requesting permission to proceed with the construction of Crosswicks-Ellisdale Road to Chesterfield Township, in Burlington County from funds to be apportioned by the state after January 1st. Assistant State Highway Engineer Reed informed the Commission that this was desirable in view of the fact that it was better to have this work done at this time of the year by the farmers, where it could be done to much better advantage than it would be possible to have the same done in thr spring. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an advance allotment to Chesterfield Township for the construction of the Crosswicks-Ellisdale Road, Burlington County.

Draw Bridge Machinery

State Highway Engineer Sloan presented to the Commission reports on the abandonment of operation by the Jersey Central Traction Company on the Matawan Creek Bridge and the Morgan Draw Bridge where it would be necessary to provide other means of operating draw spans in view of the fact that the electric current has been shut off. He presented the recommendation of the Superintendent of Maintenance Muir, that a guaranteed second hand motor generator set be installed on each bridge for $625.00 complete with the necessary controls. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendations of the State Highway Engineer and Maintenance Division Superintendent were ordered approved and motor generators were authorized for Morgan

Bridge and the Matawan Creek Bridge on Route 4.

Repairs - ~~Nolan's Point~~, Morris County

Commissioner Kidde called attention to a communication received by him concerning a road near Nolan's Point in Morris County and moved that this be referred to Assistant State Highway Engineer Reed for further report. This was seconded by Mr. Jelin and adopted.

Route 4, South Amboy

The Secretary presented to the Commission a petition received from residents of South Amboy urging that the Commission consider extending the width of Route 4 through South Amboy in order that they would not be assessed for street widening. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered referred to the State Highway Engineer for report at a later date.

Signs

Assistant State Highway Engineer Reed presented for approval of the Commission a revised sign to be placed at the beginning and ending of routes and at the intersections of county roads with the State Highway routes, on which was designated the route number together with the beginning and ending points of that particular route. On motion duly seconded this sign as presented was approved by the Commission.

Bill-board Advertising

Commissioner Kidde directed the attention of the Commission and the Clerk to the Chairman to a scheme for bill-board advertising on State Highway jobs and asked that some data together with probable cost of same be secured for further study by the Commission.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned at 4:30 P.M. to meet in regular session again on Tuesday, October 30th, 1923, it being the purpose of the Commission to attend a meeting of the North Jersey Rapid Transit Company in New York on Wednesday, October 24th, and to inspect the shore routes on October 25th, in the interim.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - October 30, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 30, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: Gen. H. L. Scott, Chairman; Messrs. Percy H. Stewart, Abraham Jelin and Walter Kidde.

The Secretary informed the Commission that there had been no requests made during the past week for hearings at this meeting.

Route 16, Section 6

Burnett Claim

The Secretary presented a communication received by Chairman Scott from Mr. Robert N. Burnett with further reference to right of way agreements signed by him conveying his property on Route 16, Section 6, in which communication Mr. Burnett sought the return of his agreements on the ground that matters had been misrepresented to him. The Commission requested Mr. R. A. Meeker, Right of Way Engineer, to explain conditions existing on his property and Mr. Meeker informed the Commission that he had informed Mr. Burnett that the Commission must acquire a sixty-six foot right of way but that the graded width of the roadway at the present time would be thirty feet and there would be no immediate use be the Commission for the remainland between the slopes and the sixty-six foot line. Mr. Meeker informed the Commission that Mr. Burnett had been present at his office earlier in the day and was willing to allow the agreements to stand if permission was granted him to erect a new fence on the location of the present existing fence which is within the sixty-six foot line. State Highway Engineer Sloan recommended to the Commission that in view of the fact that encroachments do not exist within the sixty-six foot line, which will not at the present time, interfore with the construction of the roadway, that the Commission should permit these obstructions to remain until such time as the land is needed by the Commission, but under no circumstances should the owners be permitted to place any fences or any obstructions inside this sixty-six foot line, any such fences whether built by the owner, to be placed on the sixty-six foot line.

Route 16, Section 6, Childs Property

The Secretary informed the Commission that a communication had been received by Chairman Scott from Mr. Frederick Childs also an owner of property on Route 16, Section 6, near the property of Mr. Burnett, in which communication Mr. Childs claims that it had been represented to him that the Commission would not desire anything at the present time beyond the land required for actual road purposes. Commissioner Kidde voiced his opinion that wherever possible the State Highway Commission should purchase a full sixty-six foot right of way without encroachments of any kind thereon. Mr. Meeker informed the Commission that in this particular case the contractor was on the work and it was necessary to secure a clear roadway for the construction purposes in the shortest possible time. After further discussion Commissioner Stewart moved that the Secretary acknowledge the receipt of the letters of Mr. R. N. Burnett and Mr. Frederick Childs, advising that for the time being the State Highway Commission is willing to allow the present obstructions to remain within the sixty-six foot right of way line with the strict understanding that the same will be removed when notified by the State Highway Commission to do so. further that the Commission will not permit any new encroachments or any fences to be rebuilt or constructed within the sixty-six foot line, any such fences as shall hereafter be constructed to be placed on the sixty-six foot line; further that so far as charges or fraud or misrepresentations are concerned, the State Highway Commission has investigated the charges and finds them to be untrue. This was seconded by Mr. Kidde and adopted.

Highway Through Ocean Grove

The Secretary presented a communication received by the Chairman Scott from Hon. H. B. Wells, Judge of the Burlington County Courts, requesting that the State Highway Commission make no commitment to any policy with regard to a highway through Ocean Grove until an opportunity has been afforded to present reasons why this highway should not be laid through Ocean Grove. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission instructed the Secretary to acknowledge the receipt of the communication from Judge Wells advising him that the State Highway Commission will take no action in the matter without granting him a full opportunity to be heard, also advising Judge Wells that as far as the interests of the State appear in the matter it may be that the Freeholders will proceed entirely without the aid of the State and in this way the matter will not come before the State Highway Commission.

A. G. A. Signs

The Secretary presented a communication from Hon. H. V. Osborne, President of the Board of Public Utilities Commission, requesting the Commission to remove A. G. A. signals at the Mantua Avenue Crossing of the Salem Branch and the Pennsgrove Branch of the West Jersey & Seashore Route on Route 6, at which place there had been installed the new visible red flashing signal adopted as a standard by the railroads and Public Utility Commission. Assistant State Highway Engineer Reed informed the Commission that instructions had already been forwarded to the American Gas Accumulator Co., informing them of the request of the Public Utility Commission for the removal of the flashing signals. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to acknowledge the communication from the Public Utilities Commission with the information that immediate attention is being given to their request as made.

Route 17, Newark, N.J. State Line

The Secretary presented a communication from the Board of Chosen Freeholders of Bergen County setting aside either December 3rd or December 10th, for a hearing date relative to the taking over of Route 17 from Newark to the New York State Line, said hearing to be held at the Court House in Hackensack, N.J. The communication also conveyed an invitation to the Commission to meet with the Board of Freeholders on the day of the hearing in time for luncheon. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission is directed that the Secretary place the necessary notices for the holding of a hearing on December 3rd, 1923, at the Court House, Hackensack, at 12:00 P.M. on the matter of taking over Route 17, and further that the invitation of the Board of Freeholders of Bergen County be accepted and the Secretary notify the Board that the Commission will endeavor to reach Hackensack at 12:30 on the day of the hearing.

East Main Street, Boonton, Balance

The Secretary presented a communication from the Board of Freeholders of Morris County to which was attached a resolution adopted by the Board with reference to East Main Street, Boonton, requesting the State Highway Commission to transfer the balance of the apportionment remaining to the credit of East Main Street, Boonton, to the Long Valley-Hunterdon County Line Road to certify to the Board of Freeholders of Morris County that there are no funds available for the construction of East Main Street, Boonton, in order that the County of Morris may proceed with its construction entirely with its own funds and without any control by the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary invite the Director of the Board of Freeholders of Morris County to come before the next meeting of the Commission in order to arrive at a solution of the condition existing in Morris County on East Main Street, Boonton, and other Morris County matters.

Route 5, Section 6, Speedwell Avenue

The Secretary presented a communication from the Board of Freeholders of Morris County requesting the Commission to improve conditions on Speedwell Avenue, Morristown, Route 5, Section 6, by patching from Vale Avenue north as far as the Town limits. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this matter be also taken up at the next meeting with the Director of the Board of Freeholders of Morris County. In this connection State Highway Engineer Sloan informed the Commission that a communication had been received from Hon. Clyde Potts, Mayor of Morristown, complaining of the condition in which the contractor on Route 5, Section 6, Speedwell Avenue, Morristown, had allowed the work to remain after it had been completed by him and requested that the Commission retain out of moneys due the contractor, the sum of $1,000.00, which amount the town had expended for repairing destruction caused by the contractor during the prosecution of his work. State Highway Engineer Sloan presented to the Commission a copy of a communication covering this matter which he proposed to forward to Mr. Potts, in which he informed Mr. Potts that the State Highway Department has not yet approved a final settlement with John S. Geiger & Sons, contractors on Route 5, Section 6, although the final adjustments with the contractor do not include any questions relative to the track area on Speedwell Avenue, and further advising Mr. Potts that he would not recommend that any moneys be retained out of the amount due the contractor as requested by the Town of Morristown. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously ratified the communication as written by the State Highway Engineer to the Town of Morristown and directed that a copy of the same be forwarded to the municipality of Morristown and to the Board of Freeholders of Morris County.

Sidewalks on Bridges

The Secretary presented a communication from the Board of Freeholders of Middlesex County, requesting the Commission to give consideration to the matter of constructing sidewalks for pedestrians on the trolley trestle on the old Amboy Bridge, said trolley trestle having been abandoned by the Jersey Central Traction Company. State Highway Engineer Sloan informed the Commission that under the opinion of the Attorney General it is not within the province of the State Highway Commission to construct sidewalks on bridges where none existed before, and on motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary notify the Board of Freeholders of Middlesex County that under existing legislation, sidewalks cannot be constructed by it on the Amboy Bridge.

Lights-Fenwick Creek Bridge - Rt 6

The Secretary presented a communication from the Rotary Club of Salem, N. J. requesting the Commission to reconsider the action of Bridge Engineer Vogel at deeming it unnecessary to continue lighting the new bridge over Fenwick Creek in Salem County, which bridge had replaced the old covered bridge in that location. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and referred to the State Highway Engineer for report.

New Brunswick Bridge

The Secretary presented a communication from Mr. James Nielson, of New Brunswick, N.J. transmitting a communication received by him from Professor Charles H. Whitman, of the Women's College giving his views on the proposed bridge by way of Jones Avenue in New Brunswick. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that it will receive due and careful consideration at the proper time.

Memorial Features-Amboy Bridge

The Secretary presented a communication from the Past Councillors Association of the Junior Order of United American Mechanics, urging the Commission to place memorial features on the new bridge over the Raritan River between Perth Amboy and South Amboy. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary notify the Sussex County Past Councillor's Association that in the plans and specifications as drawn for this new bridge, provision has been made for a space for the placing of tablets on the pylons on each entrance to the bridge which would give the bridge a memorial feature; said tablets to be erected when the bridge is completed, by some recognized agency.

American Association of State Highway Officials

The Secretary received a communication received by Chairman Scott from W. C. Markham, Executive Secretary of the American Association of State Highway Officials, advising that Mr. Charles A. Mead, formerly employed as Bridge Engineer to the State Highway Commission of New Jersey, was appointed a member of the sub-committee of bridges and structures of this Association, which Committee was now engaged in important work having to do with the standardizing of highway bridge specifications and kindred subjects. Attention was directed to the fact that Mr. Mead was no longer connected with the State Highway Department and while the Association would regret losing Mr. Mead's services, it felt that it should not continue a situation which might not meet with the entire approval of the New Jersey State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the Commission would be very glad to have Mr. Mead continue his work with the American Association of State Highway Officials since it is felt that he will keep the State Highway Commission in touch with any important developments, and further that a communication be forwarded to Mr. Mead authorizing him to continue as a member of the American Association of the State Highway Officials sub-committee on bridges, with the distinct understanding that he will keep the State

Highway Commission advised of any developments in this work; and further that the State Highway Commission would congratulate him upon the fact that the American Association of State Highway Officials is desirous of having him continue in this work.

Frank Reddan-Appointment

The Secretary presented a communication from the Civil Service Commission advising of its approval of the appointment of Frank Reddan, as Clerk to the Chairman and placing this position in the exempt class. On motion, duly seconded, the communication was ordered received and placed on file.

Crosswicks Creek-Chesterfield Rd.,
Chesterfield Township, Burlington Co.

The Secretary informed the Commission that a delegation from Chesterfield Township, Burlington County, was present and desired a hearing relative to the award of contract for the Crosswicks Creek-Chesterfield Road, Section 1, in Chesterfield Township, Burlington County. On motion, duly seconded, the hearing was granted. Mr. Bunting, Chairman to the Township Committee, and Mr. Wills, Township Engineer, appeared before the Commission and advised that bids had been received by the Township on October 20th, for resurfacing the above mentioned road. Three bids had been received on a unit bid basis. One of the bidders had placed an additional item not called for in the proposal in his bid. It was felt that this made the bid irregular and award had been made to the lowest bidder on the two items requested in the proposal. The Commission investigated the circumstances of the bids and it was pointed out by Assistant State Highway Engineer Reed that the Township Committee has the authority, under the specifications, to determine the amount of work that it is to perform. Commissioner Kidde moved that the State Highway Commission approve the award of contract as made by Chesterfield Township Committee. This was seconded by Mr. Jelin and adopted.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 9, Section 10 Bridge m P4.2

State Highway Engineer Sloan presented the following report on bids received on October 29 for a bridge at M.P. 4.2 on Route 9, Section 10, at Bound Brook, and recommended award to the F. W. Schwiers Jr. Co. of New York City, at their low bid of $49,673.00.

F. W. Schwiers Jr. Co.	$48,673.00
L. J. Sieling.	58,300.00
S. S. Thompson & Co., Inc.	58,300.00
Krellwitz Contracting Co..	59,000.00
Richards & Gaston.	87,000.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of award of contract to F. W. Schwiers Jr. Co. of New York City, for the construction of a bridge at M.P. 4.2 on Route 9, Section 10, Bound Brook, at their's the lowest bid amounting to $48,673.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Albany Street Bridge Widening

State Highway Engineer Sloan presented a report of two bids received for the widening of the Albany Street Bridge on Route 1, Section 13, at M.P. 31.4 and recommended that all bids be rejected and further that the widening of the Albany Street Bridge be delayed provided the State Highway Commission will proceed at once, with the construction of a new bridge at New Brunswick, which bridge could be completed in time for the same summer season that the widening work can be done on the Albany Street Bridge, and the Albany Street Bridge will furnish the means of travel without delay detouring traffic. Commissioner Jelin informed the Commission that it was his feeling that the widening of the Albany Street Bridge was imperative to relieve the traffic congestion and it was his further feeling that if the Albany Street Bridge was widened the traffic congestion could be studied to a better advantage with reference to the construction of a new bridge. Commissioner Stewart informed the Commission that he felt the same concerning the Albany Street Bridge as did Commissioner Jelin. State Highway Engineer Sloan further reported that in connection with the low bid of Krellwitz Contracting Company he had received a communication informing the Commission of the equipment the contractor would place upon the work if it was awarded to them, but no financial statement, or statement of similar work performed, had been received. Commissioner Kidde expressed the opinion that on a contract of this size there should be greater competition than that afforded by only having two bids received, and he moved that both bids be rejected and that the work be readvertised forthwith, in order that there may be greater competition in the work. This was seconded by Mr. Jelin and adopted.

Route 15, Section 5

State Highway Engineer Sloan reported that plans and specifications were completed for Route 15, Section 5, Millville-Menantico section, and recommended that authority be given to advertise the same from the 1923 funds since it was felt that work in this district could be carried on successfully to a much later date than in the northern part of the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that plans and specifications for Route 15, Section 5, be and the same are hereby approved, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for this work.

Bass River Bridge, Route 4

State Highway Engineer Sloan informed the Commission that plans and specifications were completed for the Bass River Bridge at M.P. 13.9 on Route 4, and he recommended authority be given to advertise the same. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that plans and specifications for the construction of the Bass River Bridge at M.P. 13.9 on Route 4, be and the same are hereby approved, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for this work.

Attorney General's Opinion-
Route 15, Section 4.

The Secretary presented a communication from the Attorney General advising that he has made a review of his opinion of August 31st with reference to the cost of construction of State Highway Route 15, Section 4, in Millville and he would change the answer to Question 3 in the letter of the Commission of August 16th to read "in my opinion the Traction Company is relieved of the obligation of regrading and repaving imposed by the franchise ordinance, and the obligation of the Traction Company to the Turnpike Company, if such was taken over by the County of Cumberland and inures to the State Highway Commission."

State Highway Engineer Sloan informed the Commission that the agreement with the Cumberland County Traction Company had been prepared and was ready to be submitted for execution. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the opinion of the Attorney General be received and that the Engineering Department be directed to proceed with the agreement as formerly authorized, it being distinctly understood in the minds of the State Highway Commission that the matter would be finally disposed of in the courts.

Route 13, Section 5, Right of Way

Commissioner Jelin reported to the Commission that he was prepared to recommend approval of purchase agreements for property on Route 13, Section 5, Trenton-Lawrenceville section. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route 13, Section 5, Trenton-Lawrenceville, same having been recommended by the State Highway Engineer and Commissioner Jelin.

Parcel #1	John E. Reynolds	consideration	$1,842.00
" #2	George Mardl	"	270.00
" #3	John E. Reynolds	"	3,249.00

Right of Way, Route 16, Section 6-A

State Highway Engineer Sloan presented the purchase agreements for property of Heman Childs on Route 16, Section 6-A, and reported that this had been inspected by Commissioners Kidde and Stewart. Commissioner Kidde reported that in company with Commissioner Stewart a visit had been made to the property of the Heman Childs Estate, and after having gone over the ground very carefully they were prepared to approve the amount of damages as recommended by the State Highway Engineer. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property known as Parcel #3 from the Heman Childs Estate on Route 16, Section 6-A, between Blazier's Corner and VanDorn's Mills, for the total sum of $7,800.00

Route 4, Perth Amboy

State Highway Engineer Sloan informed the Commission that following instructions from the State Highway Commission he had delegated Division Engineer H. D. Robbins to attend a meeting with the contractors and the city authorities of Perth Amboy on the ground on Route 4, Connecting Link at Perth Amboy. State Highway Engineer Sloan presented a report from Division Engineer Robbins advising that it was the desire of the City authorities to place a cinder sub-base on the work in order that the work may proceed through clay fill and cut. The estimated cost of the work in which the State was requested to share to the amount of one-half, was $14,141.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the report of Division Engineer Robbins be received and the authorities of Perth Amboy notified that the State Highway Commission is unwilling to participate to any further extent than the original $75,000.00 which the former State Highway Commission agreed to provide in connection with the improvement on Route 4, Connecting Link through Perth Amboy.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission recessed for luncheon at 1:00 P.M. to meet in regular session at 2:30 P.M. The Commission reconvened at 2:30 P.M. with the same members present as at the morning session.

Extension of Time, Route 9, Section 12

The State Highway Engineer presented a report from John Dorer, contrqctor on Route 9, Section 10, Bound Brook-Lincoln Avenue section, for an extension of time of 30 working days and recommended approval of same by the State Highway Commission, in view of the fact that the work is approximately 95% completed. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer and authorized an extension of time of 30 working days on Route 9, Section 10.

Employments

State Highway Engineer Sloan presented the following report on employments as approved by him since the last meeting of the Commission and recommended ratification of same. On motion by Mr. Jelin seconded by Mr. Stewart, the State Highway Commission approved the recommendations of the State Highway Engineer.

Nov. 1,	J. P. McCormack	Jr. Engineer	$120.00 mo.
" 1,	Wm. C. Davis	Br. Insp.	165.00

Hourly Basis

Nov. 1,	C. W. Graham	Div. Chauff.	.50 hr.
Oct. 24,	Vivian G. Farrow	Mechanic	.60
" 17,	Joseph Young	Mot. Tr. Dr.	.45
" 19,	John Dry	" " "	.40
" 23,	Frank H. Manley	Gar. Asst.	.45

New Brooklyn Road, Gloucester County

On recommendation of the State Highway Engineer, Mr. Jelin moved acceptance and final payment on New Brooklyn Road, Monroe Township, Gloucester County, Township Aid. This was seconded by Mr. Stewart and adopted.

Pitman-Richwood-Mullica Hill Road, Gloucester County

On recommendation of the State Highway Engineer, Commissioner Kidde moved acceptance and final payment of the Pitman-Richwood-Mullica Hill Road, Section 2, Harrison Township, Gloucester County, Township Aid. This was seconded by Mr. Stewart and adopted.

Walters Road, Cumberland County

On recommendation of the State Highway Engineer Commissioner Stewart moved the acceptance and final payment of Walters Road in Upper Deerfield Township, Cumberland County,Township Aid. This was seconded by Mr. Jelin and adopted.

Right of Way, Route 14, Section 9

State Highway Engineer Sloan recommended to the Commission that an offer of $367.40 be made to Emma M. Townsend for the acquisition of Parcel #9, on Route 14, Section 9, between Ocean View and Seaville, and in the event of refusal that this property be acquired by condemnation. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution authorizing this offer to be made, or condemnation.

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 14, Section 9, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point in the easterly line of the road leading from Seaville to Tuckahoe, where said line is intersected by the northerly line of lands of Emma M. Townsend, and running thence (1) along said northerly line, south, fifty-five degrees, fifteen minutes and forty-five seconds East, nineteen feet and seven-tenths of a foot (19.7') to a point in said line; thence (2) southeastwardly and curving to the left with a radius of twenty-eight hundred and thirty-one feet and ninety-three one-hundredths of a foot (2831.93') a distance of three hundred and forty-one feet and two-tenths of a foot (341.2') to a point of curve at center line opposite Station 1167 plus 45.47, as shown on certain plans adopted by the New Jersey State Highway Commission for the improvement of Route 14, Section 9, of the State Highway System, and distant thirty-three feet (33') eastwardly from said center line; thence (3) south, twenty-six degrees, eight minutes and fifteen seconds east, eight hundred and eight feet and twelve one-hundredths of a foot (808.12') to a point of tangent opposite center line Station 1159 plus 37.35, as shown on said plans, and thirty-three feet (33') eastwardly from said center line; thence (4) southeastwardly and curving to the right with a radius of nine hundred and eighty-eight feet and thirty-seven one-hundredths of a foot (988.37') a distance of two hundred and ninety-five feet and five-tenths of a foot (295.5') to a point in the northerly line of lands now or formerly of Allan Corson; thence (5) along said northerly line, north, fifty-four degrees, eighteen minutes and thirty-four seconds west, a distance of ninety-six feet and thirty-six one-hundredths of a foot (96.36') to a point in said line; thence (6) northwardly and curving to the left with a radius of nine hundred and twenty-two feet and thirty-seven one-hundredths of a foot (922.37') a distance of two hundred and seven feet and nine-tenths of a foot (207.9') to a point of tangent opposite center line Station 1159 plus 37.35 and thirty-three feet (33') westerly from said center line; thence (7) north, twenty-six degrees, eight minutes and fifteen seconds west, eight hundred and eight feet and twelve one-hundredths of a foot (808.12') to a point of curve opposite center line Station 1167 plus 45.47, and thirty-three feet (33') westwardly from said center line; thence (8) curving to the right with a radius of twenty-eight hundred and ninety-seven feet and ninety-three one-hundredths of a foot (2897.93') a distance of forty-eight feet (48') to the easterly line of said road to Tuckahoe; thence (9) along said easterly line, north one degree, one minute and forty-five seconds east, one hundred and thirteen feet and forty-eight one-hundredths of a foot (113.48') to an angle in the same; thence (10) still along the easterly line of said road, north, nineteen degrees, twenty-five minutes and forty-five seconds, west, two hundred and ten feet (210') to the place of beginning, containing one acre and eight hundred and twenty-nine one-thousandths parts of an acre (1.829A).

Barbertown-Delaware Line Road,
Hunterdon County

On recommendation of the State Highway Engineer, Commissioner Kidde moved that a transfer be approved of the sum of $1,000.00 Township Aid funds from the Barbertown-Delaware Line Road to Baptistown to Barbertown Road, both in Kingwood Township, Hunterdon County. This was seconded by Mr. Jelin and adopted.

Bridgeton-Port Norris Road,
Cumberland County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract by Cumberland County on the Bridgeton-Port Norris Road, work to be done from the Motor Vehicle Aid Account, only one bid having been received by the County of Cumberland on the unit price basis. This was seconded by Mr. Stewart and adopted.

Shore Road,
Atlantic County Repairs

State Highway Engineer Sloan presented for the consideration of the Commission the award of contract by Atlantic Coutny for repairs in the amount of $4,110.00 on the Shore Road, Atlantic County. Commissioner Kidde questioned the advisability of ~~spesning~~ spending this sum of money on a short stretch for patching work rather than having a new pavement over the entire section, which was estimated would cost $8,000.00 or $9,000.00. Commissioner Jelin stated that inasmuch as the program of the county was being rushed to completion at this season of the year, the Commission should not stand in the way of getting this small job completed, but that there should be a general study made of the road work being done by the counties with a view toward correcting any faulty conditions, before the new apportionments and schedules are made for the next year. Commissioner Stewart moved approval of the award of contract in Atlantic County for Shore Road repairs. This was seconded by Mr. Jelin and adopted.

Mr. Moore-Injury Claim

The Secretary informed the Commission that Mr. Swackhammer, representing Harry L. Moore, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Swackhammer appeared before the Commission and explained that Mr. Moore was employed as a laborer by the State Highway Department and was injured during his employment by a truck of the Kolb Bakery Company of Philadelphia. A suit was instituted by Mr. Moore and he recovered the sum of $9,000.00 for his injuries which would maim him for life. During the period of his illness and up to this time the State Highway Commission had paid Mr. Moore $12.00 per week under the Workmen's Compensation Act, same to be remitted out of any award made Mr. Moore, by the courts; the total amount paid now amounting to an excess of $800.00 and Mr. Swackhammer appeared as Attorney for Mr. Moore to request that the Commission allow these payments to remain to the credit of Mr. Moore and not ask for their remittance to the State. Superintendent of Maintenance Muir was present and informed the Commission there was no written agreement on file concerning this case, but when Mr. Moore was injured by the third party, notification was forwarded to the third party that the State would have to be reimbursed for any advance made to Mr. Moore out of whatever award would be made against the Company by the courts. Commissioner Kidde inquired for information concerning the lawyers fees to be taken from Mr. Moore from the award made him. Mr. Swackhammer informed the Commission that he was not sure of the definite amounts. Mr. Kidde further stated that any remittance which might be made by the State would be influenced entirely by the manner in which Mr. Moore was handled by his Attorneys and physicians, it being felt that there may be a possibility of the Commission granting a three month's allowance to Mr. Moore provided a satisfactory statement was presented to the Commission, and Commissioner Stewart moved that the State Highway Commission await a statement from the Attorney for Mr. Moore relative to the amount received by Mr. Moore for his expense incident to his injuries, all of the same to be presented to the Attorney General's Department with a view to ascertaining whether it is legally possible for the State Highway Commission to make any remittance in the case, informing the Attorney General that it is the desire of the State Highway Commission so to do if possible. This was seconded by Mr. Jelin and adopted. Mr. Swackhammer promised the Commission that such a statement would be submitted at an early date.

Township Aid Cancellations

On recommendation of the State Highway Engineer, Commissioner Jelin moved the cancellation of an unexpended balance of $280.77 standing to the credit of Alexander Street, Princeton Township, Mercer County, Township Aid. This was seconded by Mr. Stewart and adopted.

Union Valley-Gravel Hill Road,
Middlesex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of the application of Monroe Township, Middlesex County, for $6,000.00 additional Township Aid to be applied on the Union Valley-Gravel Hill Road. This was seconded by Mr. Stewart and adopted.

Gibbsboro-Kresson Road, Camden Co.

State Highway Engineer Sloan presented for the approval of the Commission Township Aid Force Account agreement for Gibbsboro-Kresson Road, Voorhees Township, Camden County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed the matter to be laid over until the next meeting of the Commission, same to be investigated by Mr. Jelin.

Brunswick Pike

Chairman Scott informed the Commission that he had an engagement to meet President Hibben of the Princeton University, with reference to discussing the road situation as affecting Princeton, it being the desire of President Hibben to exert every effort looking toward the completion of the Brunswick Pike between New Brunswick and Trenton as a main line highway for traffic which must now come through Princeton. Chairman Scott inquired as to the nature of reply to be made to President Hibben, and the general opinion of the Commission was that the feeling could be expressed that the Commission will be very favorable to the construction of this route, but it is only one of several very important projects under consideration by the Commission and cannot be given especial reference at this time without having considered all of the situations confronting the Department. In connection with the discussion relative to the question of Chairman Scott, Commissioner Kidde suggested that the Accounting Department be requested to work out a parallel case to the points raised by Senator Pierson in his recommendation for having the Road Bond Issue extended over a period of 15 years rather than the 10 year period as favored by the State Highway Commission, especially in view of the increase in Motor Vehicle receipts and State Highway receipts due to change in ratables resulting in an increase in Mill Tax receipts.

Special Motor Vehicle Inspector

Commissioner Kidde called the attention of the Commission to the fact that the Secretary to the Commission was not a Special Motor Vehicle Inspector, and he would move that a request be made upon Motor Vehicle Commissioner Dill, that Secretary A. Lee Grover be appointed in the State. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 4 So. Amboy

State Highway Engineer Sloan reported that in accordance with instructions he had prepared a complete report concerning the right of way acquired from the P.R.R. for the construction of Route 4, through South Amboy. On motion, duly seconded, the report was referred to Commissioner Jelin for study and investigation until the next meeting of the Commission.

Route 11, Section 4, Passaic

The State Highway Engineer reported the completion of Route 11, Section 4, Main Street, City of Passaic, and recommended that acceptance and final payment be approved inasmuch as the Union Building & Construction Company is donating to the State the cost of the base in three places where it was found efficient in depth. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of Route 11, Section 4, Main Street in the City of Passaic and authorized final payment to be made in accordance with the recommendation of the State Highway Engineer.

Route 13, Section 5

State Highway Engineer Sloan reported that a request had been made by the Trenton & Mercer County Traction Company for permission to relocate a turnout on Route 13, Section 5, Trenton-Lawrenceville section, from its present location to a point 300 feet beyond, where it would relieve congested conditions in Trenton, and at the same time afford trolley service to residents of Fanwood just outside the Trenton City limits. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution authorizing the Trenton & Mercer County Traction Company to relocate a turnout on Route 13, Section 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the following resolution was adopted:

> WHEREAS, permission has been requested by the Trenton & Mercer County Traction Corporation to remove a siding now located on State Highway Route 13 between Spruce and Mulberry Streets, and relocate same at a point opposite Station 31 plus 50 as shown on the plan of construction of State Highway Route 13, Section 5, Trenton to Lawrenceville, and
>
> WHEREAS, the removal of the present existing siding will result in there being but a single track at the narrow portion of the street where the siding is at present located, and
>
> WHEREAS, the relocation of the siding will place it outside of the paved portion of the said State Highway Route 13, Section 5.
>
> NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that permission is granted to the Trenton & Mercer County Traction Corporation to remove the siding at present located on State Highway Route 13, between Spruce and Mulberry Streets, to a new location opposite Station 31 plus 50, as shown on the plan of construction of State Highway Route 13, Section 5, Trenton to Lawrenceville, and as shown on blue print hereto attached, it being understood that the said Trenton & Mercer County Traction Corporation will restore the track and overhead structure where the siding is at present located, for a single line track, subject to the approval of the State Highway Engineer, and will construct a new siding at the location and in manner satisfactory to the State Highway Engineer, it being further understood that all expense incident to the removal and relocation of the said siding will be borne by the Trenton & Mercer County Traction Company.

East Landis Road, Cumberland County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Aid Force Account agreement for East Landis Road, Landis Township, Cumberland County, Township Aid. This was seconded by Mr. Kidde and adopted.

Phillipsburg-Belvidere Road,
Section 1.

State Highway Engineer Sloan presented a report on the award of contract by Warren County for the Phillipsburg-Belvidere Road, Section 1, work to be done with Federal Aid funds, and recommended approval of the award by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Warren County for the construction of the Phillipsburg-

Belvidere Road, Section 1, work to be done with Federal Aid funds.

Parallel Road construction discussed

Commissioner Jelin brought up for discussion the question of whether or not it is possible for the Commission to construct a parallel road between points designated in the statutes, and passing through municipalities named in the statutes where an existing road had already been constructed by the Commission, and which would be a parallel line to such an existing road. The Secretary informed the Commission that from a former opinion of the Attorney General it would be possible to construct such a parallel route, citing for example the construction of Route 2, South Broad Street, Trenton, where two distinct parallel lines of travel formed the State Highway. Commissioner Jelin informed the Commission that this would be very valuable in the case of the construction of a parallel road for the relief of shore traffic between Morgan and Keyport. Commissioner Stewart, therefore, moved that an opinion of the Attorney General be obtained which would clearly define the legality of the State Highway Commission's action in constructing a parallel route between points outlined in the State Highway Acts, but in entirely different locations. This was seconded by Mr. Jelin and adopted.

Right of Way, Route 8, Section 2

State Highway Engineer Sloan presented for the consideration of the Commission, the purchase agreement for the property of William Baldwin on Route 8, Section 2, between Montclair and Verona and recommended approval of the payment of $2700.50. Commissioner Kidde stated that he had been advised by Right of Way Engineer Meeker that an effort was being made by certain parties on this road to obtain unreasonable prices from the State for property needed for the realignment and he would suggest that no action be taken relative to any of the property, nor should the contract be finally delivered to the contractor for this work until reasonable arrangements had been made for the acquisition of property in this section. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the purchase of property from William W. Baldwin be held up until the next meeting, during which time Commissioners Jelin and Kidde would further investigate the property with the Right of Way Department looking toward the acquisition on a reasonable basis of property needed for the realignment of the Montclair-Verona Road.

Shore Traffic-Inspection

Commissioner Kidde reported that since the last meeting of the Commission an inspection trip had been made by the Commissioners to Perth Amboy and over the proposed route as recommended by the Special Advisory Board for Shore Traffic between Perth Amboy and Keyport. Commissioner Stewart reported that the State Highway Commission had held a meeting together with the Port Authorities and the Rapid Transit Commission of North Jersey at New York on the 24th instant, where the various problems of the three Commissions were discussed and cooperation was promised by the various parties.

Printing of Minutes

Secretary Grover reported to the Commission that he had investigated the matter of cost for printing one hundred copies of the minutes of the meetings of the Commission and based upon an average of 14 pages of mimeographed minutes as had been furnished the Commission, the cost would be approximately $56.00 for 100 copies in eight-point type similar to samples submitted by Commissioner Kidde. The Secretary informed the Commission that the printing would be done for three months by a local printer but after that the State Use System would have to be involved which would necessitate much delay in the receipt of printed copies. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was ordered laid on the table for further consideration.

Sign Board Publicity

The Commission next discussed with the Clerk to the Chairman, Frank Reddan, the matter of sign board publicity. Mr. Reddan prepared for the study of the Commission an outline of what such a sign board could provide and suggestions were offered for its improvement with the request that a new sign be prepared for presentation at the next meeting.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway

Commission adjourned at 6:00 P.M. to meet in regular session on Wednesday, November 7th, 1923, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - November 7, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank building, Trenton, on Wednesday, November 7, 1923. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H.
Stewart, Walter Kidde and Abraham Jelin.

Automobile Insurance.

The Secretary informed the Commission that Major Stephen H. Barlow, representative of the Commercial Casualty Company, was present and desired a hearing with reference to discussing with the Commission the matter of insurance for trucks and passenger cars of the State Highway Commission. On motion, duly seconded a hearing was granted. Mr. Barlow appeared before the Commission and advised that upon the permission of Commissioner Jelin, his company had made an investigation of the trucks and other automobiles of the State Highway Commission and had arrived at rates of insurance for the State Highway Department which would approximate about 30% of the standard schedule rates, provided there is a blanket policy issued covering all vehicles. The insurance which is permissible for the State to carry would be for fire, theft and property damage on passenger cars, and for fire and property damage on trucks. Commissioner Kidde questioned the necessity for the State Highway Department insuring its automobile equipment through a company when the Commission had sufficient funds and authority in itself to make settlement for claims. Commissioner Jelin informed the Commission that his interest in having a survey made relative to the question of insurance was, mainly, from the fact that the public should be indemnified when damages are caused by State owned vehicles since in the past it had been the case that the State Highway Department could not be held liable for any kind of damage. The Secretary informed the Commission that at the last session of the Legislature provision was made in the Appropriation Acts whereby the State Highway Commission could pay any proper claims from funds available.

After discussion Commissioner Kidde moved that the proposition presented by Major Barlow be forwarded to the Superintendent of Equipment for the purpose of full investigation and report as to the requirements in connection with the automobiles of the State Highway Commission and in line with the recommendations submitted. This was seconded by Mr. Jelin and adopted.

Route #13, Section #6.

State Highway Engineer Sloan directed the attention of the Commission to conditions existing on the construction of Route #13, Section #6, where there were a great number of complaints of residents of Lawrenceville as to the condition of the road work being done by the Utility Construction Company. He advised that he had personally been on this road and found that the contractor was not making the progress which was expected up to this time. On motion by Mr. Kidde, seconded by Mr. Jelin, the Secretary was directed to notify the contractor to appear before the Commission sometime during this meeting.

Football Traffic Question.

State Highway Engineer Sloan presented for the attention of the Commission a report in connection with the handling of traffic for the Harvard-Princeton football game to be played on Saturday, November 10th at Princeton, in which report it was recommended that between the hours of 10:00 A. M. and 2:00 P. M., on November 10th, all northbound traffic between Trenton and New Brunswick with the exception of that bound for Princeton, will be routed over Route #1, by way of Hightstown, and also during the hours of 4:00 P.M., to 8:00 P.M., all southbound traffic between Princeton and New Brunswick will be sent over Route #1. This plan necessitating cooperation with the police authorities of New Brunswick and the State Police. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously approved of the recommendation of the State Highway Engineer in connection with the traffic situation for the Harvard-Princeton football game to be held at Princeton on Saturday, November 10th, 1923, and authorized the State Highway Engineer to take up the matter of cooperation requested with the police authorities of New Brunswick and the head of the State Police.

Right of Way, Route #8.

State Highway Engineer Sloan reported to the Commission on the matter of property on Route #8, Montclair-Verona Section, that Commissioner Jelin had approached the property owners on this section and much better prices had been agreed upon than was formerlly possible. Commissioner Jelin informed the Commission that he had obtained tentative acceptances from property owners which would make it feasible to proceed with the award of contract for this section of Route #8, re-alignment. On motion by Mr. Kidde, seconded b y Mr. Stewart, the State Highway Commission directed that the Right of Way Department secure properly signed agreements from the property owners on this section in order that the Commission might order procedure on this work at the next meeting.

Reinstatement of Mr. McAleavy.

The Secretary presented a communication received by Chairman Scott from Senator C. E. Case, requesting the reinstatement of Mr. Hugh McAleavy, formerly an inspector in the Highway Department. The Secretary informed the Commission that Mr. McAleavy was a temporary man who had been laid off at the close of work before the present State Highway Commission came into office, and due to an illness failed to take the eligibility examination given to all inspectors of the Highway Department by the present State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary communicate with Senator Case advising him as to all of the circumstances as to Mr. McAleavy's case and also as to a charge made that temporary inspectors were reassigned to the Commission without giving consideration to Mr. McAleavy; the answer to this being that the men assigned were placed back upon jobs which were uncompleted the season before and which were again resumed in the spring and further advising him that Mr. McAleavy could be given consideration in the event an opening should occur.

Morris County Hearing.

The Secretary informed the Commission that a delegation from Morris County was present upon the invitation of the Commission for the purpose of discussing with the Commission, matters regarding highways in Morris County. There appeared Mr. Abell, director of the Board of Chosen Freeholders, Mr. Estler, Chairman of the Road Committee and Freeholder Fritz. Commissioner Kidde, on behalf of the Commission, outlined to the Morris County delegation the feeling of the State Highway Commission with regard to the apparent lack of cooperation on the part of the Morris County Board with the State Highway Commission, citing for example the inability of the Commission to secure cooperation on the East Main Street Boonton improvement and on the Long Valley-Hunterdon County Line Road, together with conditions existing on Speedwell Avenue, Morristown. Mr. Abell, in speaking for the Board of Freeholders of Morris County, advised that it was the purpose of the Board to endeavor to cooperate with the State Highway Commission, but that the circumstances involved in these cases were such that all of the Freeholders did not agree with the advice given by the State Highway Commission, and for this reason could not act agreeable with the Commission. Commissioner Kidde suggested that the Commission and the Board treat the several problems now before it, in a cooperative way in order that they may be finally disposed of.

The first matter taken under consideration was that of East Main Street, Boonton, in connection with which the Morris County Board of Freeholders had requested the Commission to transfer any remaining balance on this road to the credit of the Long Valley-Hunterdon County Line Road in order that the County of Morris, could, from its own funds, proceed with East Main Street, Boonton. Commissioner Kidde informed the Morris County Board that this action appeared questionable to the State Highway Commission because this road had been a contention between the Morris County Board of Freeholders and the State Highway Commission, and the State Highway Commission felt duly bound to allow the funds to remain to the credit of this road and assume jurisdiction in any decision as to its completion.

Freeholder Estler informed the Commission thathe was personally interested in the East Main Street, Boonton improvement and felt that inasmuch as the County of Morris was willing to finance the entire improvement, the County should not be held up. Director Abell stated that he was not in favor of the East Main Street, Boonton improvement since it was not a main county highway. Commissioner Jelin questioned the wisdom of doing the work in accordance with the original plans of the County of Morris, namely: for a concrete base with a bituminous top and suggested that a penetration macadam pavement would serve the traffic on this road for a long time to come. Mr. Estler advised that he was opposed to a penetration type of pavement upon any county road, feeling that it was not a satisfactory type for present-day traffic. Commissioner Kidde stated that he did not feel that the Board of Freeholders of any County should be governed entirely by the views of the local freeholders when it was a matter of expending county finances, and while he believed Mr. Estler was very conscientious in his efforts for the County, yet he did not feel that the county was warranted in going into the high-grade type of road which Mr. Estler recommended. Mr. Estler informed the Commission that in the event the Commission would permit Morris County to proceed from its own funds it was his purpose to have only a five inch concrete base with a two inch asphalt top which would cost approximately two-thirds of what the original pavement type would cost. Commissioner Kidde inquired of State Highway Engineer Sloan what his recommendation would be for the type of construction on East Main Street, Boonton. State Highway Engineer Sloan informed the Commission that he would recommend that a macadam base with a bituminous top be placed on this roadway. Director Abell inquired whether a slag base might be used instead of stone and State Highway Engineer Sloan advised the Commission that this would be acceptable. Commissioner Jelin called the attention of the Commission to the fact that on an investigation made on East Main Street, Boonton, he had discovered that due to development along this roadway, it would be necessary for the road to be torn up in very many places within the next two or three years and he would not approve any type of pavement which would involve large expenditures and could not be easily removed and repelced. Mr. Estler inquired whether in the event the Board of Freeholders was willing to accept a pavement of six inch slag foundation with a two inch bituminous top, the work could proceed at once with the County's forces and with unit prices obtained upon county road work. Commissioner Kidde stated on behalf of the Commission that this would be agreeable in order that the work might proceed at once and he moved that it be the sense of the State Highway Commission that it will approve of an application from the Board of Freeholders of Morris County for the reconstruction of East Main Street, Boonton, with a six inch slag foundation and a two inch topeka top cover on the basis that the county of Morris will proceed with this work with the unit prices prevailing in its maintenance schedule for slag and bituminous concrete, the State Highway Commission to contribute the balance remaining to the credit of East Main Street, Boonton, as the State's share of this work, all of said work to be performed by the County of Morris with its own road forces. This was seconded by Mr. Jelin and adopted.

Long Valley-Hunterdon Co. Line Road.

The next matter taken up for discussion was with reference to the completion of the Long Valley-Hunterdon County Line Road. Director Abell informed the Commission that the objection to the award of contract in accordance with the bids received, was the fact that the bids exceeded the estimated expenditures as laid out for this work due to the fact, to a great extent, by the additional width of pavement imposed by the State, namely: 20' whereas all other county roads are 18' in width. Commissioner Jelin informed the Freeholders that wherever a pavement less than 20' is placed there is a very heavy maintenance charge on account of shoulder work, and this is eliminated to a great extent by extra width, for which wxtra width the State had contributed one-half the estimated cost. Freeholder Fritz informed the Commission that he was personally interested in the Long Valley-Hunterdon County Line Road and felt that the Board of

Freeholders would take it up for consideration and for re-advertisement early in February. Mr. Abell also brought out the fact that the Long Valley-Hunterdon County Line Road was a through route and was of no benefit to Morris County as it was at the extreme end of the county. Commissioner Kidde informed the delegation that the State had assumed an interest amounting approximately $63,000.00, this being due in a great respect to the reasons given by Mr. Abell. Commissioner Kidde suggested that the matter be held in abeyance until after the receipt of bids, preparatory to which the State Highway Commission would make a study of plans for the Long Valley-Hunterdon County Line Road with a view toward eliminating any unnecessary expense toward the work.

Route #5, Section #6, Speedwell Ave.

Commissioner Kidde then asked that the representation consider, together with the Commission, some disposition of Speedwell Avenue, Morristown, where it is understood that a referendum as submitted to the people of the Town of Morristown, requesting the appropriation of 40% of the cost of the work, had been voted down at the November 6th election and the roadway between the tracks was still in a very deplorable condition. He suggested that the Commission might make a request upon the trolley authorities to raise the grade of its tracks and then a penetration macadam pavement could be put in between the tracks. Mr. Estler stated that he felt that the proposition made at Morristown, when the County offered to give 15% of the cost toward the 40% to be raised by the municipality was a good one. Mr. Abell stated that he believed the residents of Morristown were of the belief that the State Highway Commission must assume full jurisdiction on the entire width of pavement on Speedwell Avenue. Mr. Abell further inquired whether the Commission would be willing to pay an additional 10% of the improvement to be made between the tracks on Speedwell Avenue, Morristown, with concrete instead of granite block as originally outlined. Commissioner Jelin suggested that the Morris County Board of Freeholders make such a proposition in writing to the Commission and an investigation would be made by the Commission as to the condition of the concrete between the tracks in Rockaway and Wharton, in order that a definite answer could be made looking toward the improvement of conditions on Speedwell Avenue, Morristown. Mr. Abell promised that this would be given attention by the Board of Freeholders as soon as they were furnished with a transcript of the record of the meeting held this day.

Mr. Estler further inquired concerning Speedwell Avenue job with reference to the condition of sidewalks as left by the contractors on this work. He advised that where flag stones were removed that they were within the graded width of the road, therefore, the contractor was within his rights in moving the same. After discussion Commissioner Jelin moved that the Northern Division Engineer investigate the condition of sidewalks on Speedwell Avenue, Morristown with a view toward ascertaining where the State was at fault in the work done, and that in such cases it be corrected at the expense of the State. This was seconded by Mr. Stewart and adopted. Director Abell also called attention to a number of trees overhanging on Speedwell Avenue and Mr. Kidde moved that the matter be referred to the Maintenance Division for investigation and report.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjounred for luncheon at 1:15 P.M., to meet in regular session again at 2;30 P.M. The Commission reconvened at 2:30 P.M., as agreed with the same members present as at the morning session.

Bergen and Passaic Invitation.

The Secretary presented an invitation from the Bridge Department advising that the Boards of Freeholders of Bergen and Passaic Counties had invited the State Highway Commission to attend the opening ceremonies in connection with the completion of the Market Street Bridge over the Passaic River at the terminus of Route #10, at Paterson, on November 14, 1923. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and accepted the Secretary to notify the Commissioners of the exact time for the ceremonies.

Somerset County Invitation.

The Secretary presented a communication from the Board of Freeholders of Somerset County inviting the Commission to attend ceremonies incident to the opening of State Highways in Somerset County on Armistice Day, November 12th, 1923. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed the acceptance of the invitation and suggested that the Secretary notify the members of the exact time for the ceremonies.

Black Horse Pike.

The Secretary presented a communication from the Atlantic City Board of Commissioners requesting information from the Commission as to the facts concerning the proposed width of the Black Horse Boulevard, and whether the Commission intended taking any action in connection/with this road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered the communication received and the Secretary was directed to inform the Atlantic City Board of Commissioners that there is no information available at the present time as to the width of the Black Horse Pike.

The Secretary presented a communication from the Hamilton Township Committee of Atlantic County, New Jersey, indorsing the Black Horse Pike. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and that the Committee be notified that the Commission is making a study of new routes throughout the State and is glad to have its suggestions.

The Secretary presented a communication from the Keystone Automobile Club of Philadelphia, indorsing the Black Horse Pike. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that advice be forwarded to the effect that the Commission is now studying new routes throughout the State and is glad to have its suggestions.

Printing of Minutes.

The Secretary presented to the Commission a further report in connection with the printing of the minutes of the State Highway Commission, advising that the minimum time requested for the release of the printing of the minutes would be ten days from the meeting date with no assurance that this would be maintained when the Legislature is in session. Commissioner Stewart questioned the advantage to be gained by having the minutes printed in view of the fact that the mimeograph copies furnish as legal a document as is possible by having the minutes printed. On motion by Mr. Kidde, seconded by Mr. Stewart, the matter of having the minutes printed was laid on the table at this time.

Grade Crossing Protection.

The Secretary presented a communication from the Hon. H. B. Osborne, President of the Board of Public Utility Commissioners expressing appreciation for the cooperation of the State Highway Commission in assisting the Public Utility Board in its purpose in standardizing grade crossing protection in New Jersey.

Macon Floating Roller.

The Secretary presented a communication from Mr. S. J. Cox, Attorney for the Macon Concrete Roller Company, calling attention to the fact that contractors in New Jersey were using the Macon Floating Roller and Process which was an infringement on a patent owned by his clients. He advised that it was the purpose of his clients to bring suit against contractors using this process and roller without a license and asking cooperation from the State Highway Department in securing respect for his clients established rights. State Highway Engineer Sloan reported to the Commission that any action in this connection would be between the company and the contractor since the contract indemnified the State against any infringement suits. After discussion Commissioner Kidde moved that the communication be received and placed on file, and that a copy of the same be forwarded to each of the contractors at work on State Highway Sections, in order that they may be placed on notice concerning the receipt of the communication from Mr. Cox. This was seconded by Mr. Jelin and adopted.

Route #5, Drainage Conditions.

The Secretary presented a communication from Mr. O.D. Sickley complaining of drainage conditions on Route #5, Morris Avenue about 300 ft., west of the Springfield Hotel at the intersection

Westfield and Morris Avenues. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and referred to the State Highway Engineer for report, and the Secretary was directed to notify Mr. Sickley that the matter will have immediate attention.

Route #16, Section #2.

The Secretary presented a resolution from the Somerset Co., Board of Freeholders requesting the Commission to consider the placing of a curb in front of the Dutch Reformed Church on Route #16, Section #2 at Bedminster, in order that the road bed as well as the sidewalks now being constructed by the church, may not be endangered by a heavy run of water which was caused by the removal of a stone wall at the road line. State Highway Engineer Sloan informed the Commission that this condition has been caused entirely by the stone wall removal, and if the curb is constructed in conjunction with the sidewalk work now under work in front of the church, by the church and town authorities, this drainage condition could be corrected. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and placed on file and that the Secretary notify the Board of Freeholders of Somerset County that the Commission approves of the recommendation of the State Highway Engineer.

Amboy Bridge--New.

The Secretary informed the Commission that a number of general contractors had taken plans for the new Amboy Bridge and it would appear that there would be a much better competition on November 27th that was present at the former letting. In connection with this the Secretary inquired of the Commission whether plans and specifications could be forwarded to interested municipalities when said State Highway work was being performed through that municipality. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized plans and specifications to be forwarded to the Engineering Department of those municipalities where State Highway work was being performed through the municipality and upon request of the local engineer.

The Schedule of Business was next taken up for consideration item by item as follows:

Proposed New Brunswick Bridge

State Highway Engineer Sloan presented a communication received from Mr. Herbert S. Swan, City Planning Engineer for New Brunswick, requesting a copy of plans and estimates as were available, covering the proposed new bridge location at New Brunswick. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Swan be notified that the Commission will be very glad to furnish such plans and estimates just as soon as a preliminary decision has been reached by the State Highway Commission concerning the new bridge location.

Route 8, Section 2. Right of Way

State Highway Engineer Sloan resubmitted to the Commission purchase agreements for Route 8, Section 2, Montclair-Verona Section, known as Parcel #3, from William W. Baldwin, for the consideration of $2,750.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was again laid over, pending disposition of remaining properties on this section of the road.

Route 5, Section 11.

State Highway Engineer Sloan reported completion of plans and specifications for the construction of Route 5, Section 11, Delaware-Belvidere Section, and recommended approval and authority to advertise. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 5, Section 11, Delaware-Belvidere Section, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers when in form and the Chief Clerk is directed to place the necessary advertisements for the same.

Route 5, Section 12.

State Highway Engineer Sloan reported to the Commission the completion of plans and specifications for the construction of Route 5, Section 12, Netcong-Canal Culvert Section, and recommended approval and authority to advertise. On motion by Mr. Kidde, seconded by Mr.

Jelin, the State Highway Engineer unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 5, Section 12, Netcong-Canal Culvert Section, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers when in form and the Chief Clerk is directed to place the necessary advertisements for the same.

Route 10, Saddle River Bridge

State Highway Engineer Sloan reported the completion of plans and specifications for the bridge over Saddle River at M.P. 2.9 on Route 10, and recommended approval of same, and authority to advertise. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a bridge over Saddle River on Route 10 at M.P. 2.9, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers when in form and the Chief Clerk is directed to place the necessary advertisement for the same.

Route 8, Section 5, Extension of Time

State Highway Engineer Sloan reported in connection with the acceptance of completed work on Route 8, Section 5, Sussex-Unionville Section, an extension of time was inadvertently omitted, although it was among the papers brought before the Commission. He recommended that the Commission approve of the extension of time to August 1, 1923, in order that the records may be completed. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer and granted an extension of time to August 1, 1923, on Route 8, Section 5, Sussex-Unionville.

Extension of Time,
Washington-Buttzville, Section 3

On recommendation of State Highway Engineer Sloan, Commissioner Kidde moved approval of an extension of time of twenty working days on the Washington-Buttzville Road, Section 3, Warren County State Aid. This was seconded by Mr. Jelin and adopted.

Tice Lane, Cumberland County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment of Tice Lane in Upper Deerfield Township, work done under Cumberland County Township Aid. This was accepted by Mr. Stewart and adopted.

Marlton-Krosson Road, Burlington County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of force account agreement on Marlton-Kresson Road, Evesham Township, work to be done under Burlington County Township Aid. This was seconded by Mr. Stewart and adopted.

Unexpended Township Aid Balances

On recommendation of the State Highway Engineer, Commissioner Jelin moved the transfer of $188.39, unexpended balance (Twp.) from work on Tice's Lane, and the sum of $1018.04 unexpended Township Aid balance from work on Walter's Road to the Cake Road, all of these roads being in Upper Deerfield Township, Cumberland County. This was seconded by Mr. Stewart and adopted.

Haddonfield-Coffins Corner Road

State Highway Engineer Sloan presented specifications for Haddonfield-Coffins Corner Road, Camden County, and recommended approval of the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the specifications as recommended by the State Highway Engineer for the Haddonfield-Coffins Corner Road in Camden County.

Claremont-Post-Kunhardt Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract on Clairmont-Post-Kunhardt Road, Section 2, Parts 1 & 2, in Bernards Township, work to be done under Somerset County Township Aid. This was duly seconded and adopted.

Employments

State Highway Engineer Sloan presented to the Commission a report on employments since the last meeting of the Commission and recommended ratification of the same as follows. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the recommendation as submitted.

Nov. 5,	Edw. M. Clarke,	Bridge Const. Insp.	$165.00 mo.
" 15,	Neven C. Hersler,	" " "	165.00 "
Oct. 29,	Earl Holcombe,	Garage Ass't.	.45 hr.
" 31,	F. Earl Wagner,	Mechanic	.60 "

Sick Leave-Maintenance Division

State Highway Engineer Sloan presented for further consideration a report from the Superintendent of Maintenance as to the condition of the health of Matthew Henry and Vincent Loughran, Bridge Tenders, in the employ of the State Highway Department, who have been on sick leave. This report stated that Mr. Henry will return on November 16, 1923, while Mr. Loughran has been admitted to the Rainbow Sanitorium of the Independent Order of Foresters at Rainbow Lake, where he is suffering from Pulmonary Tuberculosis, which will make it impossible to determine when he can return to duty. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an extension of leave of absence, with pay to Mr. Henry to November 16, 1923, and an extension of leave with pay to Mr. Loughran, for further report as to his condition to be presented on December 1st, 1923.

Mill Lane Road, Middlesex County

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract to the Utility Construction Company for the construction of the Mill Lane Road, North Brunswick Township, Middlesex County, Township Aid work. This was seconded by Mr. Kidde and adopted.

Springfield Avenue-
New Providence Road, Union County

State Highway Engineer reported to the Commission the completion of Springfield Avenue-New Providence Road, Union County, work having been done under Motor Vehicle Aid, and he recommended inspection and acceptance by the Commission. Commissioner Stewart inquired as to whether core drill specimens had been taken from this work, and was informed in the negative. On motion by Mr. Stewart, seconded by Mr. Kidde, acceptance of this road was laid over, awaiting the report of the core drill tests.

"Gray Giant" Machine

Commissioner Kidde reported that he understood from a representative of the "Gray Giant", a machine which would perform all the operations necessary to restore a macadam road, was to be given a trial on Prospect Avenue Improvement in Essex County, and he suggested that some member of the Engineering Division be detailed to investigate the operation of this machine.

Funds-State Highway Propositions

The Commission next discussed to some length the various propositions concerning which funds of the Commission would have to be provided for, such as the Vehicular Tunnel, the route for the relief of shore traffic, the Camden Bridge route and the taking over of additional routes of the State Highway System. Chairman Scott informed the Commission that he had requested the Secretary to investigate the possibilities in income to be derived from increased motor truck fees, and again the possibility of a gasoline tax such as was in operation in other states. Commissioner Kidde suggested that the Commission set aside one particular day other than Tuesday in the near future, for the discussion of these problems.

Route 5, Section 8,
Great Meadows-Barkers Corner

State Highway Engineer Sloan reported the completion of Route 5, Section 8, Great Meadows-Barkers Corner, and advised that the road was ready for final acceptance, this being the road on which Mr. Salmon, the contractor, had appeared for the remission of the penalty of 16 1/2 days, imposed on the section, such remission on the ground that labor conditions were very bad during the construction of this job. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized an extension of ten days on Route 5, Section 8, Great Meadows-Barkers Corner, thus reducing the penalty to 6½ days, this extension having been granted due to the scarcity of labor experienced on the job by the contractor, and the matter of the acceptance of the road was ordered brought up at the next meeting of the Commission.

Clerk to the Chairman Report - Signs + Publicity

Clerk to the Chairman, Reddan, presented to the Commissioners tentative drafts of the statements to be issued to the press for study by the Commissioners and also presented a form of signboard as sketched by the Trenton Poster Advertising Company, in line with the suggestions of the Commissioners for a road sign which could be placed upon all construction jobs of the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered referred to Commissioner Kidde for study and report at the next meeting.

Meeting Dates

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission determined to meet on Monday and Tuesday, November the 19th and 20th, in order that on Monday there might be considered the special matters now in the hands of the State Highway Engineer and the regular meeting minutes could be considered on Tuesday.

Route 13, Section 6 ✓

The Secretary informed the Commission that pursuant to request made at the morning session, Mr. F. C. Schnieder, representing the Utility Construction Company, contractors on Route 13, Section 6, was presant. State Highway Engineer Sloan outlined before Mr. Schnieder and the Commission the difficulties being involved in the work being done by the Utility Construction Company on their section of Route 13, especially with regard to the situation in Lawrenceville. He stated that he had been informed at the morning session that the materialmen supplying the contractor could not get in to the work, due to the very poor condition of the roadway, which the contractor was supposed to maintain for one-way traffic throughout the work. Mr. Schnieder advised the Commission that it has been the effort of his company to do its best on the work since it started. He advised the Commission of difficulties encountered with the local authorities of Princeton in obtaining a location for a plant and of trouble experienced in Lawrenceville due to the moving of the trolley tracks. He informed the Commission that he was willing to do anything which they might suggest to hasten the work in this connection. State Highway Engineer Sloan recommended that the Maintenance Division be instructed to proceed to haul in the necessary cinders to Lawrenceville in order that the road may be placed in proper shape for one-way traffic; any such material as shall be placed in the road to be removed by the contractor without any claims for extra hauling and removal of material so placed. Mr. Schnieder expressed his willingness to cooperate in this respect. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved, it being understood that in so doing it was not relieving the contractor from his responsibility. State Highway Engineer Sloan also recommended that the contractor be requested to place an additional mixing plant in the work at Lawrenceville.

The contractor informed the Commission that he would be willing to do this provided material could be shipped into the plant. State Highway Engineer Sloan informed the Commission that if the plant was placed by the contractor, materials could be furnished. The contractor stated that he had another mixer which he could place on the work and would do so at once.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adjourned at 4:30 P.M. to meet in regular session on Tuesday, November 13th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,
Secretary

MINUTES OF MEETING - November 13, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, November 13, 1923.

Present: Messrs. Walter Kidde, Percy H. Stewart, and Abraham Jelin.

Absent: General Hugh L. Scott.

In the absence of Chairman Scott, Commissioner Kidde moved the election of Commissioner Stewart as temporary Chairman. This was seconded by Mr. Jelin and adopted.

Chairman Stewart welcomed the attendance at this meeting of Col. W. F. Whittemore, member of the former State Highway Commission, and invited Col. Whittemore to sit through the discussions of the Commission. Col. Whittemore accepted the invitation and remained in the Commission Room.

Minutes Approved

Commissioner Kidde reported the careful reading of the minutes of the State Highway Commission meetings of August 28th, September 11th, and September 18th, and he moved approval of same as mailed to the Commissioners, subject to typographical corrections as explained to the Secretary. This was seconded by Mr. Jelin and adopted.

Route 6, Section 5, Salem County

The Secretary reported to the Commission that Mr. Foster of Pole Tavern, New Jersey, together with his Counsel and representatives of Salem County Board of Freeholders, were present and desired a hearing concerning a claim for property damage. On motion duly seconded, a hearing was granted. There appeared Mr. E. A. Foster, Mr. Hilliard, his Counsel, Director Gray of the Board of Freeholders of Salem County and County Engineer Keasbey. Mr. Hilliard addressed the Commission in behalf of Mr. Foster advising that Mr. Foster is the owner of a garage located on the northwest corner of the crossing of the Malaga-Pennsgrove Road with Route #6, Section #5. He explained that during the construction of Route 6 it developed that a widening would be necessary in the location of the garage which necessitated the cutting off of a corner of the garage property in order to place the property at a point six inches beyond the line of State Highway Route 6. The matter was handled by former State Highway Engineer Wasser, who had reached an agreement with the owner through County Engineer Keasbey, to pay Mr. Foster one-half the cost of moving his garage, which cost amounted to a state's share of $225.00, according to an estimate furnished to Mr. Foster by a contractor. Mr. Hilliard advised that no deed had yet been delivered by Mr. Foster, due to the fact that he had discovered after the work was done that the cost of the change was $947.00 instead of $450.00, and therefore he claimed that his client had a further charge against the state. In order that his client might be properly taken care of, he suggested that Mr. Foster would be willing to dispose of a triangular strip of land at his property location, to the State Highway Commission for the purpose of giving clearance to a travelled corner in return for the sum of $1,000.00. State Highway Engineer Sloan reported that he had investigated the files on the case with Construction Engineer Bedwell, and he produced a communication in which it was stated that Mr. Foster was willing to convey for $225.00 a strip of land six inches wide, immediately adjoining the State Highway, and this offer was accepted by the State Highway Department, thereby making a meeting of minds as to the purchase price for the property. County Engineer Keasbey stated that he felt that in view of the fact that the alteration job cost Mr. Foster $947.00 instead of $450.00, Mr. Foster was entitled to further consideration, since he removed his building without entering in any controversies. Commissioner Kidde stated that he believed that the State Highway Commission could not open up again any contracts entered into for the purchase of property, in view of the precedent which would be established and in this case it quite appeared that the additional cost of the alteration was due entirely to benefits derived by the property owner on account of the work performed. After further discussion, Commissioner Jelin moved that the matter be taken under advisement by the Commission for further consideration. This was seconded by Mr. Kidde and adopted.

East Main Street, Boonton

The Secretary presented a communication from the Morris County Board of Freeholders, enclosing resolutions covering the improvement of East Main Street, Boonton, with a six inch slag foundation and a two inch bituminous concrete top, which was considered at the last meeting between the Morris County Board of Freeholders and the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be referred to the Engineering Department for investigation and report at the afternoon session.

Black Horse Boulevard

The Secretary presented a communication from Hon. F. M. P. Pearse, Secretary to the Governor, transmitting a communication received by him from the Black Horse Pike Association, requesting a hearing with the State Highway Commission relative to the construction of the Black Horse Boulevard. On motion, duly seconded, the communication was ordered received and the Secretary was directed to notify the Black Horse Pike Association that a date will be fixed for a hearing in the near future.

In connection with the foregoing communication, the Secretary reported that he was in receipt of a communication from Mr. Walter J. Buzby, former State Highway Commissioner, and owner of the Hotel Dennis at Atlantic City, inviting the members of the State Highway Commission and their wives to be his guests over the week end period of December 7th, 8th, and 9th, in order that the Commission might attend the sessions of the Good Roads Association conference to be held at Atlantic City on December 7th and 8th, and he also suggested that the Black Horse Pike could be given consideration at the time. Commissioner Jelin stated that it may be possible to hold a regular meeting of the Commission on December 10 at Atlantic City where hearings might be held covering the various South Jersey matters such as the Black Horse Pike and the Cape May-Lewes Ferry. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the invitation from Mr. Buzby be accepted, with appreciation.

State Highway Engineer Sloan called attention to the fact that on December 3d, 4th, and 5th there would be held the conference of the American Association of Highway Officials at New Orleans, and he felt that it was quite important that representatives of the State Highway Commission attend this meeting. No action was taken at this time.

Cape May-Lewes Ferry

The Secretary presented a resolution from the Borough of Stone Harbor, urging the establishment of the Cape May-Lewes Ferry. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file for consideration when the Cape May-Lewes Ferry project is taken up.

Cape May-Lewes Ferry

The Secretary presented a similar resolution from the Borough of Avalon, urging the State Highway Commission to establish the Cape May-Lewes Ferry. On motion duly seconded, the communication was ordered received and placed on file.

Commissioner Kidde invited the opinion of Col. Whittemore of the former State Highway Commission, who he understood was very familiar with dock construction and boat service as to his feelings in the matter of the Cape May-Lewes Ferry situation. Col. Whittemore reviewed for the Commission what he believed was the matter as presented before the State Highway Commission when he was a member, and stated that he personally had always looked upon the proposed Cape May-Lewes Ferry propoganda as a very visionary scheme that could not be put into successful practice for the reason that the proposed location in the Delaware Bay is very rough and it will not be possible to run anything but a very sturdy seagoing vessel in such ferry service, which boats it would be practically impossible to run, due to the fact of the shallow water at the location where it was proposed to build the docks. This would necessitate a very great amount of dredging work before any successful plan for ferry service could be put into operation. He stated that he believed that this service might be undertaken from the Atlantic Ocean side of Cape May County; he further stated that he did not believe that the State Highway Commission of New Jersey should undertake any study of the situation the representatives of the State of Delaware would do the same thing. After the discussion, Chairman Stewart thanked Col. Whittemore for his expressions and stated that the information obtained has been very valuable to the State Highway Commission.

American Road Builders' Association

The Secretary presented a communication from the American Road Builders' Association, advising of its convention in Chicago on January 14th to 18th, 1924, and urging that reservations be made as early as possible. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to arrange for reservations after ascertaining the number who would attend the meeting.

Cape May-Millville-Malaga Road - Proposed Routes

The Secretary presented a resolution from the Chamber of Commerce of

Cape May, urging the construction of the road from Cape May through Millville, Vineland and Malaga, as another through route for traffic from Philadelphia to resorts in Cape May County. On motion by Mr. Kidde, seconded by Mr. Jelin, the resolution was ordered received and filed, and the Secretary was directed to notify the Cape May Chamber of Commerce that a hearing date would be set by the Commission at which time the matter could be discussed with the Commission.

Mrs. Lines Property Route #8

The Secretary presented a communication from Mrs. Catherine Lines of Riverdale, N. J. asking the Commission to do certain work in connection with the closing up of her property, partially removed by the State Highway forces. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered referred to the State Highway Engineer with instructions and he advised Mrs. Lines that the Commission has done everything that it can possibly do under its powers.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 1:00 P.M. to meet in regular session again at 2:00 P.M. The Commission reconvened at 2:00 P.M. as agreed with the same members present as at the morning session.

Mr. Mead - Hearing

The Secretary reported that Mr. Charles A. Mead, Engineer for the Public Utility Commission and former Bridge Engineer of the State Highway Department, was present and desired a conference with the Commission. On motion, duly seconded, a hearing was granted. Mr. Mead called attention to his appointment by the State Highway Commission to continue serving as a member of the sub-committee on bridge specifications, of the American Association of State Highway Officials, and he stated that a meeting of this committee would be held just prior to the convention of the association at New Orleans on December 3d, 4th, and 5th. Commissioner Kidde inquired from Mr. Mead just what benefits the State Highway Commission of New Jersey would derive from the work of his committee, and Mr. Mead advised that the committee had practically completed a standard specification for bridges which reflects the opinion of all the bridge engineers in the country and which would be of great value to the Bridge Department of the State Highway Commission. Mr. Mead further stated that he had been advised by the Public Utility Commission that they would be willing to grant him the time necessary to attend this meeting if the State Highway Commission would pay his expenses. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered the matter held under advisement and informed Mr. Mead that he would be notified of a decision later in the day.

Snow Removal

State Highway Engineer Sloan directed the attention of the Commission to the proposed plan for snow removal for the winter season of 1923-24. He advised that it was proposed to continue the program in the same manner it was conducted during the past three years which was the assigning of trucks to contractors who would arrange for the necessary chauffeurs and laborers necessary to clear snow from sections of State Highways averaging between 10 and 15 miles in length, these contractors to be reimbursed for expenditures plus a percentage averaging 10% over all. The State Highway Engineer presented a chart on which were entered the names of all the contractors who had accepted assignments on sections of state highways and he recommended that the State Highway Commission authorize the assignment of these sections as indicated thereon in order that the program may be put in operation. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the assignment of sections of the State Highways to contractors as recommended by the State Highway Engineer, and authorized the snow removal program as recommended by the State Highway Engineer.

In connection with any discussion concerning the checking of snow removal bills, Commissioner Kidde inquired concerning the audit made of the County Motor Vehicle statements when payments are being made in accordance with work done on schedules approved by the State Highway Commission, he requested that he be furnished with a report as to the procedure in connection with the Motor Vehicle payments in order that he may have an inside view of just how the checking up is done. Commissioner Kidde inquired as to whether trucks as sent out on snow removal work were insured against fire. State Highway Engineer Sloan advised that there was no insurance upon these trucks since it was his feeling that the State should carry its own insurance, in view of the large amount of resources at its disposal. In connection with the question of fire insurance, Chief Auditor Howell was invited to explain the method in which the Equipment Department was carried upon the books of the Commission. Mr. Howell informed the Commission that a depreciation was charged against all the equipment used and apportioned the various construction and maintenance jobs of the Department, although there was no fund set up in a Depreciation Account for renewal of worn out equipment, it being the opinion of the Comptroller's Department, and especially the auditors engaged upon the books of the State Highway Commission and himself, that it is much better in the business of the State Highway Commission to apportion from the funds of the Commission each year a sufficient amount for the purchase of new equipment, rather than to build up a cash reserve which would go unused by the Department. State Highway Engineer Sloan advised that he felt that the proper procedure would be to put a cash reserve aside in the same manner as was done in private corporations, but in view of the fact that the Comptroller's Department had ruled otherwise, the plan now being followed out should be continued.

"Gray Giant" Machine

Commissioner Kidde called the attention of the Commission to the fact that the operations of the "Gray Giant" which will rebuild macadam roads would be started on Thursday, on Prospect Avenue, running beside the Montclair Gulf Club, and he suggested that Maintenance Superintendent Muir be detailed to watch this work. State Highway Engineer Sloan advised that Mr. Muir will be detailed to inspect the work of the Gray Giant.

The Schedule of Business was next taken up for consideration item by item as follows:

Inland Waterway Bridge-Route 4

State Highway Engineer Sloan reported the following bids for the construction of the Inland Waterway Bridge on Route 4, Section 21, and recommended award to S. S. Thompson & Company, Inc. at their's the lowest bid of 99% of the Engineer's estimated units of cost.

S. S. Thompson & Co., Inc.	99%
Colyn Construction Co. & Michael Staub	117%
L. J. Sieling	117.7%
Linds & Griffith	121.5%

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolutipn:

RESOLVED, that the State Highway Commission does hereby approve award of contract for the construction of the Inland Waterway Bridge on Route 4, Section 21, to S. S. Thompson & Co., Inc. at their's the lowest bid of 99% of the Engineer's estimated units of cost, amounting to $126,161.08, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approved by the State Highway Engineer.

Cedar Bonnet Bridge

State Highway Engineer Sloan presented the following two bids received for the construction of the Cedar Bonnet Bridge over Manahawken Bay, and recommended that a readvertisement of this work be authorized by the Commission in order that greater competition might be secured. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized a readvertisement of the Cedar Bonnet Bridge over Manahawken Bay in Ocean County.

S. S. Thompson & Co., Inc.	121.0%
Louis J. Sieling	123.3%

Route 16, Section 6-A

State Highway Engineer Sloan reported plans and specifications completed for the construction of Route 16, Section 6-A, Bernardsville-Passaic River Section, and recommended authority to advertise same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 16, Section 6-A, Bernardsville to the Passaic River Section, in the Counties of Somerset and Morris, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the same.

Route 8, Section 4-A

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of an assignment of land to be used in the construction of a temporary bridge at M.P. 22.6 on Route 8, Section 4-A, from Jacob Winters for the consideration of $1.00.

Route 5, Section 8

State Highway Engineer Sloan reported the completion of Route 5, Section 8, Great Meadows-Barker's Corner Road, in Warren County, and recommended acceptance and final payment subject to a deduction for an area of 30 lineal feet, one-half width to be paid for at the rate of 81.25% of the contract price. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Route 5, Section 8, Great Meadows-Barker's Corner Road, as recommended by the State Highway Engineer, and authorized final payment to be made subject to a deduction for 30 lineal feet one-half width at 81.25% of the contract price.

Route 4, South Amboy

State Highway Engineer Sloan presented to the Commission a report on a petition signed by property owners of interested cities relative to their protest for assessment for additional width of pavement on Bordentown Avenue and Pine Avenue on Route 4, through South Amboy. State Highway Engineer Sloan advised that the obligation of the payment of this additional width was assumed by the City of South Amboy and is covered by an agreement with the Commission, and for this reason the State Highway Commission has no interest in the matter. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the report of the State Highway Engineer and directed that the residents of South Amboy be notified that the State Highway Commission has no interest in their protest.

Cornwell Driver Rd — and

Gibbsboro-Kresson Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Aid Force Account agreements as follows:

Gibbsboro-Kresson Road, Voorhees Township, Camden County.

Cornwell Driver, Upper Deerfield Township, Cumberland County.

This was seconded by Mr. Kidde and adopted.

Cake Road, Cumberland County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment of Cake Road, Upper Deerfield Township, Cumberland County, Township Aid. This was seconded by Mr. Kidde and adopted.

Plainsboro-Cranbury Neck-Princeton Junction

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract for the Plainsboro-Cranbury Neck-Princeton Junction Road, Plainsboro Township, Middlesex County, Township Aid. This was seconded by Mr. Kidde and adopted.

Employments

State Highway Engineer Sloan presented a report on employments as made by him since the last meeting of the Commission and recommended ratification by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the ratification of employments as recommended by the State Highway Engineer.

Nov. 10,	C. H. Tichener,	Clerk Steno.	$80.00 mo.
Oct. 15,	F. O. Wainwright,	Steam Shovel Opr.	150.00

Disabled Veteran - G Petronaki

Commissioner Kidde presented to the Commission a communication from the Melvin Spitz Chapter 3 of the Disabled American Veterans of the World War, expressing interest in the rehabilitation of Guiseppe Petronaki and asking that he be named for the position of Road Inspector in view of the fact that he has been given permission by the Government to select a vocational training course, and would like to start training as a road inspector. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was referred to the State Highway Engineer in order that Mr. Petronaki might be interviewed with a view toward starting him in training for a highway Inspector.

Hazon-Cornish Road, Warren County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of specifications for the Hazen-Cornish Road, in White Township, Warren County. This was seconded by Mr. Kidde and adopted.

Brass Castle Road, Washington Township

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of specifications for the Brass Castle Road in Washington Township, Warren County. This was seconded by Mr. Kidde and adopted.

High Point Park Commission

State Highway Engineer Sloan advised the Commission that he had been waited upon by a delegation representing Mr. Staunton, Chairman of the Board of the High Point Park Commissioners, requesting that a truck with driver be assigned to the High Point Park for a short time in order to assist in the fixing up of roads in that vicinity. On motion by Mr. Jelin, seconded by Mr. Kidde, the request of the High Point Park Commission was granted by the State Highway Commission.

Right of Way-New Amboy Bridge

State Highway Engineer Sloan presented a report from the Right of Way Engineer, advising that the National Fire Proofing Company has figured out its damages on the proposed new Amboy Bridge right of way, amounting to $145,716.00, while the appraisals figured for the State Highway Commission are $41,743.50. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution authorizing an offer of $41,743.50, and in the event the same is not accepted that condemnation proceedings be instituted:

> RESOLVED, that this Commission hereby determined to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Right of Way, New Amboy Bridge, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point, said point being the northeasterly corner of lands of the National Fireproofing Company,and opposite Station 7 plus 23, approximately; thence (1) south 11°49' west along the dividing line between said National Fireproofing Company and the Donnell Lumber Company, one hundred and fifty-seven feet more or less; thence (2) south 35°00' west seven hundred and forty-nine feet and eighty-seven one-hundredths of a foot (749.87'); thence (3) south 40°12' west forty-four feet and fifty-five one-hundredths of a foot (44.55') to the northerly Bulkhead line in the Raritan River; thence (4) along said Bulkhead line north 46°53'58" west (magnetic) seventy feet (70') more or less; thence (5) in a northeasterly direction and parallel to the center line of Route 4 for a distance of nine hundred and twenty-five feet (925') more or less to the place of beginning.

Containing one and three-tenths Acres (1.3A) more or less.

Excepting that portion of land belonging to the Raritan and North Shore Railroad.

The State Highway Engineer is hereby authorized and directed on behalf of the Commission, to make an offer of $41,743.50 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey, free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisitions of said land and premises.

Right of Way-Amboy Bridge

State Highway Engineer Sloan reported that in the case of the C. Pardee Tile Works that this company is willing to convey to the state its property for $73,968.00, they to remove to their own property, at their own expense, the office building now on the State Highway right of way. Commissioner Kidde stated that he felt the building was of value to the state and should not be turned over complete to the company, in view of the fact that the appraisals of the State Highway Commission were less than the sum requested by the C. Pardee Tile Works and included the tearing down of the entire office building by the State Highway Commission. Commissioner Kidde suggested that arrangements to be made with the C. Pardee Tile Works whereby they would make an allowance for the building which should be turned over to them. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the proposition of the C. Pardee Tile Works be received and the State Highway Engineer to make a settlement with the C. Pardee Tile Works on the basis of the original appraisal of the State Highway Commission, allowing the C. Pardee Tile Works to move at its own expense the office building standing in the line of the right of way, and in the event of refusal by the C. Pardee Tile Works to accept this offer, that condemnation proceedings be entered into in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of right of way, Amboy Bridge, ALL that certain

Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

C. PARDEE TILE WORKS (1)

Beginning at the intersection of the southerly side of Smith Street with the easterly side of Route 4; thence in an easterly direction north 61°28' west along said side line of Smith Street, (12') feet more or less; thence in a southwesterly direction fifty-six (56') feet more or less; thence north twenty-eight degrees thirty-four minutes east, forty-seven (47') feet more or less to the place of beginning.

Containing six one-thousandths of an Acre (0.006A) more or less.

C. PARDEE TILE WORKS (2)

Beginning at the intersection of the southerly side of Smith Street with the westerly side of Route 4; thence south 61°28' east along said southerly side of Smith Street seventy-two (72') feet more or less to the proposed right of way line of Route 4; thence south 26°59' west (true meridian) along said right of way line two hundred fifty-one feet and eighteen one-hundredths of a foot (251.18') to the dividing line between the property of the Donnell Lumber Co. on the south and the C. Pardee Tile Works on the north; thence south 61°26' east along said dividing line one hundred three feet (103') more or less; thence north 28°34' east two hundred fifty feet (250') more or less to the place of beginning.

Containing five-tenths of an Acre (0.5A) more or less.

C. PARDEE TILE WORKS (3)

Beginning at a point twenty-seven feet and five-tenths of a foot (27.5') from and at right angles to the center line of Route 4, at Station 4 plus 79, approximately; thence (1) south 26°59' west (true meridian) and parallel to said center line, two humdred fifty feet (250') more or less to a line dividing land of Donnell Lumber Company and C. Pardee Tile Works; thence (2) along said dividing line of said Donnell Lumber Company and the C. Pardee Tile Works, north 6°37' east ninety-three feet (93') more or less to a point, said point being a corner of land of Donnell Lumber Company and the C. Pardee Tile Works; thence (3) north 50°06' east one hundred seventy-five feet

(175') more or less to the place of beginning.

Containing thirteen one-hundredths of an Acre (0.13A) more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $67,143.77, to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route 8, Montclair-Verona

State Highway Engineer Sloan called attention of the Commission to the conditions existing on Route 8, Montclair-Verona Section, and advised that when the Right of Way Division approached the owners of property needed for this section of road they would not consent to sign agreements for the sale of property at the price suggested by the Commission at its last meeting, and he recommended to the Commission that condemnation proceedings be entered into for the acquisition of property required. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission determined to offer Mr. Cramer for property needed on Route 8, Section 2, the sum of $9,500.00, and to Stasse & Cramer the sum of $4,600.00 and in the event these offers are refused that condemnation proceedings be entered into in accordance with the following resolution:

RESOLVED, that this Commission hereby determined to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 8, Montclair-Verona, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

BEGINNING at an iron pipe in the northerly line of Bloomfield Avenue, said point being in the radius line at the easterly terminus of a curve with a radius of 883.36 feet, and nine and fifteen one-hundredths (.15) feet north of a stone monument which marks the said curve;

Thence (1) in a westerly direction along the arc of a circle with a radius of eight hundred and eighty-three and thirty-six one-hundredths (883.36) feet, a distance of sixty-nine and seventy-eight one-hundredths (69.78) feet to an iron pipe, the chord of said arc bearing north, eighty-eight degrees, thirty-two minutes, west (N88°32'W), and measuring sixty-nine and seventy-five one-hundredths (69.75) feet;

Thence (2) north, eighteen degrees, thirty-seven minutes, west (N18°37'W), fifty-four and ninety-five one-hundredths (54.95) feet, to an iron pipe in the easterly line of Pompton Turnpike, as adopted by a resolution of the Essex Public Road Board on March 19, 1894, and shown on a certain map entitled "Map of Road formerly known as the Newark-Pompton Turnpike, in the Township of Verona, as adopted by the Essex Public Road Board", scale 100 feet to the inch;

Thence (3) north, one degree, west (N1°W) a distance of forty-five and five one-hundredths (45.05) feet to an iron pipe still in the easterly line of said Pompton Turnpike;

Thence (4) south, eighty-eight degrees, fourteen minutes, east (S88°14'E) a distance of fifty-four and fifty one-hundredths (54.50) feet to a point in the line between the lands of Francis J. Marley and Louis Kramer;

Thence (5) in a southeasterly direction along the arc of a circle with a radius of 197.70 feet a distance of two hundred and five and eighty-eight one-hundredths (205.88) feet to an iron spike, the chord of said arc bearing south, sixty-one degrees, five minutes,two seconds, east (S61°5'2"E) and measuring one hundred and ninety-six and seven tenths (196.7) feet;

Thence (6) along the said northerly line of Bloomfield Avenue south, eighty-nine degrees, five minutes, west (S89°5'W) a distance of one hundred and thirty-eight and sixty-nine one-hundredths (138.69) feet to the point or place of beginning.

CONTAINING two hundred and twenty-eight one-thousandths parts of an acre (0.228A), be the same more or less.

All as shown on a map attached hereto entitled "New Jersey State

All as shown on a map attached hereto entitled "New Jersey State Highway Department, Layout & Property Key Map Showing Property to be Acquired on Route No. 8, Section No. 2, Verona-Montclair, Essex County, Scale 1"30', March 1923, Revised Oct. 1923."

The State Highway Engineer is hereby authorized and directed on behalf of the Commission, to make an offer to the owners or owner of the sum of $9,500.00 for the conveyance of the same to the State of New Jersey, free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of Route 8, Section 2, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #4

BEGINNING at a point in the northerly line of Bloomfield Avenue, at the westerly end of a curve with a radius of eight hundred and eighty-three feet and thirty-six one-hundredths (883.36) feet, said point being eight and ninety-seven one-hundredths (8.97) feet north of a stone monument measured at right angles to the tangent of said curve, running

Thence (1) in a northerly direction along the arc of a circle with a radius of eighty-three and thirty-nine one-hundredths (83.39) feet, a distance of one hundred and thirty-two and three one-hundredths (132.03) feet, the chord of said arc bearing, north, sixty-one degrees, fifty-eight minutes, thirty seconds, east (N61°58'30"E) and measuring one hundred and eighteen and sixty-seven one-hundredths (118.67) feet, to a point;

Thence (2) north, sixteen degrees, thirty-seven minutes, east (N16°37'E) a distance of twenty-two and five one-hundredths (22.05) feet to a stake in the line between the lands of William W. Baldwin on the north and Stasse and Kramer jointly on the south;

Thence (3) along said line between Baldwin and Strasse, south, seventy-six degrees, forty-eight minutes, east (S76°48'E) a distance of fifteen feet and thirty-three one-hundredths of a foot (15.33) to a stake in the extension of the westerly line of Pompton Turnpike, as laid out and shown on a certain map entitled "Map of Road formerly known as Newark and Pompton Turnpike, in the Township of Verona, as adopted by the Essex Public Road Board on March 19, 1894, Scale 100'-1";

Thence (4) along said westerly line of Pompton Turnpike, south, one degree, no minutes, east (S1°00'E) a distance of seventy-one and fifty-two one-hundredths (71.52) feet;

Thence (5) still along said westerly line of Pompton Turnpike, south eighteen degrees, thirty-seven minutes, east (S18°37'E), thirty-five and five one-hundredths (35.05) feet to the intersection of said westerly line of Pompton Turnpike and northerly of Bloomfield Avenue;

Thence (6) along said northerly line of Bloomfield Avenue, on the arc of a circle with a radius of eight hundred and eighty-three and thirty-six one hundredths (883.36) feet, a distance of one hundred and forty-two and eight one-hundredths (142.08) feet, the chord of said arc bearing, north, seventy-seven degrees, fourteen minutes, twenty-eight seconds, west (N77°14'28"W), and measuring one hundred and forty-one and ninety-three one- hundredths (141.93) feet, to the point and place of beginning.

CONTAINING one hundred and nine one-thousandths of an acre (0.109A).

With necessary slope rights;

All as shown on a map entitled "New Jersey State Highway Department, Layout & Property Key Map, showing property to be acquired on Route No.8, Section No. 2, Verona-Montclair, Essex County, Scale 1"-30', March 1923, Revised Oct. 1923."

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $4,600.00 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute

condemnation proceedings for the acquisition of said lands and premises.

Route 6, Damage Claim

The Secretary informed the Commission that at the morning session the claim of Mr. Foster for damage to property on Route 6, was not disposed of. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Foster be asked to deed to the state six inches of land at the price agreed to in accordance with the purchase agreement on file, namely $225.00.

East Main Street, Boonton

State Highway Engineer Sloan informed the Commission that he had investigated the resolution of the County of Morris for the construction of a six inch slag foundation and a two inch bituminous concrete top for East Main Street, Boonton, improvement, and in view of the fact that the County Engineer estimated the cost of this work to be $40,000.00 he felt that the Commission might be willing to permit the County to expend an additional $10,000.00 in order that a concrete foundation might be placed under the bituminous top. Commissioner Jelin stated that he would not be willing for the county to place a concrete foundation in this road, due to the fact that it may be necessary to tear out considerable portions for utility connections. After discussion, Commissioner Kidde moved that the State Highway Commission accept and approve the resolution of the Morris County Board of Freeholders in order that the county of Morris may be permitted of East Main Street, Boonton, with a six inch slag foundation and a two inch bituminous concrete top, said work to proceed with the county forces and at the unit price prevailing in the maintenance schedule for slag and bituminous concrete now obtained in the County of Morris; the State Highway Commission to contribute the balance remaining to the credit of East Main Street, Boonton, to wit, the sum of $7,000.00, as the state's share of the cost of this work, it being further understood that the work is to be done subject to inspection and the satisfaction of the State Highway Department; the Commission expressing itself as assenting to this method of procedure, owing to the urgency of the conditions in providing road service on East Main Street, Boonton, for the coming winter. This was seconded by Mr. Jelin and adopted.

Route 8, Montclair-Verona Section

State Highway Engineer Sloan presented to the Commission for its approval, the purchase agreement for property of W. W. Baldwin on Route 8, Montclair-Verona Section, for the sum of $2,750.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the purchase of this property as recommended by the State Highway Engineer. On motion by Mr. Jelin, seconded by Mr. Kidde, the Chairman was authorized to sign the necessary contracts for the construction of Route 8, Montclair-Verona Section on Route 8, in order that the work might proceed.

Right of Way, Route 4.

The Commission next discussed the proposition concerning the pavement of the P. R. R. for right of way, taken by the State in the construction of Route 4 through South Amboy. Commissioner Kidde stated that he understood that former State Highway Engineer W. G. Thompson, was now back in Trenton and was entirely familiar with the conditions involved in the acquisition of this property from the Pennsylvania Railroad, since he, personally, had negotiated with the railroad authorities and the city authorities of South Amboy, and he, therefore, moved that an invitation be extended to Mr. W. G. Thompson, former State Highway Engineer, to visit the next meeting of the State Highway Commission, and enlighten the Commission as to the details of the contract with the railroad company; it being understood that any information will be treated by the State Highway Commission in a confidential manner.

GG 5160 - New Orleans Convention

State Highway Engineer Sloan requested the Commission to consider the payment of expenses for Mr. Charles A. Mead, as a representative of the Commission at the conference of the Bridge Committee of the American Association of the State Highway Officials, at New Orleans, on December 3d, 4th, and 5th, which expenses it was estimated would be $200.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized Mr. Charles A. Mead as a representative of the Sub-committee on bridge specifications of the American Association of State Highway Officials, to attend the conference at New Orleans on December 3d, 4th, and 5th, and a communication will be forwarded to the Public Utility Commission requesting that Mr. Mead be loaned to the State Highway

Department, it being understood that his expenses would be paid by the State Highway Commission to an amount estimated at $200.00.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 4:30 P M. to meet in conference on Monday, November 19th, and in regular session on Tuesday, November 20th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,
Secretary.

MINUTES OF MEETING - November 20, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Btreet Bank Building, Trenton on Tuesday, November 20, 1923.

Present: - Messrs. Percy H. Stewart, Walter Kidde, and Abraham Jelin.

The Secretary informed the Commission that Chairman Scott could not be present until 11:30 A.M. On motion by Mr. Kidde, seconded by Mr. Jelin, Commissioner Stewart was elected Chairman pro tem.

Route 15, Near Dorchester

The Secretary informed the Commission that a hearing had been requested by Mr. Charles Pettinos relative to his request for permission to construct a grade crossing over Route 15 near Dorchester. On motion, duly seconded, a hearing was granted. Mr. Pettinos appeared before the Commission together with Mr. Richards, his foreman, and he requested that the Commission reconsider its action in denying him permission to construct a grade crossing over State Highway Route 15, south of Millville, in order to gain access to gravel and sand pits. He informed the Commission that it was impossible for him to construct an underpass at that point as was suggested by the State Highway Department, due to the fact that the drainage conditions even at the present time are such as to cause water to remain on the property. He stated that he appreciated the fact that the road was being constructed as a cut-off from a railroad crossing, but unless some provision was made for him his business could not continue. State Highway Engineer Sloan stated that he personally investigated this condition and he had recommended that a grade crossing be not permitted over this section of Route 15, and he had further been advised by Division Engineer Williams that it would be possible to construct an underpass such as was recommended. Chairman Stewart suggested to Mr. Pettinos that he take the matter up with Division Engineer Williams, with a view toward having him go on the ground and make such suggestions as might be of assistance to Mr. Pettinos in carrying on the work of his plant.

Albany Street Bridge, New Brunswick

The Secretary informed the Commission that a hearing was requested by Mr. John L. O'Toole, Vice President of the Public Service Corporation, and Judge Armstrong, Counsel for the Public Service Railway Company, with reference to the tracks over the Albany Street Bridge between New Brunswick and Highland Park where the Commission was receiving bids for the widening of the bridge. On motion, duly seconded, the hearing was granted. The representation appeared before the Commission and stated that they had appeared to answer in person a request made upon them as to what their attitude would be with regard to sharing in the cost of widening of the Albany Street Bridge and the necessary rearrangement of the tracks. Judge Armstrong informed the Commission that so far as the Public Service Railway Company was concerned, it felt that the bridge in its present condition was ample for the use of trolleys but they understood that the increase in motor traffic had made it imperative to widen the structure. He reviewed for the Commission the history of the Traction Company's control over this bridge, and stated that although the franchise of the original company from which the Public Service Company had acquired the railway line, had expired in 1922, the Public Service Corporation was operating under a legislative enactment which gave them the right during their lifetime to occupy the railway line and operate it. He further stated that the Public Service Corporation did not feel that it had any obligations further than the maintenance of its track work, but they would, of course, be willing to assist in the cost if it could be shown that there would be any special construction in the widening of the Albany Street Bridge made necessary because of the fact that the traction company was using the bridge. State Highway Engineer Sloan stated that he believed that were it not for the fact that the Public Service Corporation occupied the bridge, the widening would not be necessary at this time. Judge Armstrong stated that he felt that the trolley cars were as much a part of public travel as any other conveyance, and for that reason were entitled to cross the bridge the same as any other. After general discussion as to the situation, Chairman Stewart summed up the situation by stating that it appeared that the Public Service Corporation was standing upon what it deemed its rights to continue to operate across the Albany Street Bridge, and in the event the same was widened to continue operating without sharing in the cost other than such charges for work as could be legally shown they were obligated for. Judge Armstrong advised that the Public Service Corporation would be willing to hear any suggestion that the State Highway Commission desired to make relative to the costs they would expect the Public Service Corporation to pay, and the company would then be in a position to advise the Commission as to what it could do in the way of cooperation.

Route 4, South Amboy ✓

The Secretary informed the Commission that in accordance with an invitation extended to former State Highway Engineer W. G. Thompson, he was present to confer with the Commission and to give such information as he could recall on the acquirision of property from the P.R.R.Co. on Route 4, through South Amboy. Mr. Thompson was invited into the meeting and a conference was held between the Commission and Mr. Thompson, hearing on the matter of property in South Amboy. No definite action was taken on the matter by the Commission following this conference.

Speedwell Avenue, Morristown ✓

The Secretary presented a communication from Hon. F. M. P. Pearse, Secretary to the Governor, transmitting a letter from Mr. William H. Downs, complaining of conditions on Speedwell Avenue, Morristown. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged to Secretary Pearse and that a letter be forwarded to Mr. Downs, advising that the failure of local authorities to cooperate in the work through the trolley track area of Speedwell Avenue, Morristown, has brought about the existing delays but that the State Highway Commission hopes to have the matter straightened out within the very near future.

Route 16, Section 2, Somerset County ✓

The Secretary presented a communication from the Somerset County Board of Freeholders with further reference to the construction of curbs and gutters on Route 16, Section 2, in front of the Dutch Reformed Church property where an existing stone wall had been taken down in order to permit of the placing of a concrete sidewalk. The Secretary also presented a communication from Rev. Jesse F. Durfee of the Dutch Reform Church, requesting consideration of the state in constructing a curb on Route 16, Section 2, in front of the church property. State Highway Engineer Sloan informed the Commission that it is the opinion of the Engineering Department that the Commission is not justified in placing a curb in front of this property, but that since sidewalks were to be constructed and the wall had been removed if the sidewalks and curbs would be constructed by the property owners, the drainage conditions would be amply taken care of. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication covering the report of the State Highway Engineer be forwarded to the Somerset County Board of Freeholders and to the Rev. Durfee of Bedminster.

Cape May-Lewes Ferry

The Secretary presented a resolution from the City Commission of Cape May City, requesting the Commission to give consideration and early attention to the establishment of a ferry between Cape May Point, New Jersey, and Lewes, Delaware. On motion by Mr. Kidde, seconded by Mr. Jelin, the resolution was ordered received and acknowledged with the advice that the Commission is taking the matter up with the State of Delaware for information concerning wharves already located at Lewes, Delaware.

Westchester Ferry Corp. Markers & Signs

The Secretary presented a communication from the Westchester Ferry Corporation, requesting the Commission to arrange for the erection of markers indicating the direction to Alpine, N.J. for those motorists who are using their new ferry between Alpine in Bergen County, N.J. and Yonkers, New York. The State Highway Commission directed that the communication be received and that they be advised that routes leading to the new ferry are county roads, but that instructions were being given to the Engineering Department to take up the matter with them, and if it will be of any value to place signs on the state highways in the vicinity, that permission is granted for the purpose.

Chairman Scott arrived at the meeting at this time, and assumed the chair.

Damage Claim, Route 13

The Secretary presented to the Commission for consideration the matter of drainage of the property of Mr. Martin on Route 13, on which a report had been requested by Chairman Scott. Superintendent of Maintenance Muir reported that the State Highway Commission has taken all precautions that it is possible in this location and Mr. Martin has no claim against the state. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that a communication covering that report be forwarded to Mr. Martin from the State Highway Commission.

Naming of Route 8 ✓

The Secretary presented a communication from the State Association of the Daughters of the American Revolution, requesting permission to name Route 8, from Montclair to the State Line at Unionville as the "minnisink Trail" since this right of way follows the old trail of the Minnisink Indians. They also requested information concerning the other state highways in order that they might give them names also. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that any suggestions for the naming of Route 8 have been placed in the hands of State Highway Commissioner Kidde, with whom they should take the matter up.

Invitation-Washington, New Jersey ✓

The Secretary presented a communication from the Kiwanis Club of Washington, N.J. inviting the Commission to meet with its members during the afternoon of November 27th, in order that they might be shown interesting facts concerning Washington, prior to the dinner to be held at 7:00 P.M. On motion, duly seconded, the Commission directed that the Secretary inform the Kiwanis Club of Washington, N.J. that in view of the fact that bids would be received on the afternoon of the 27th for several important projects, it will be impossible for any of the Commissioners to reach Washington until the time for the dinner.

Newark Auto Exhibition Company ✓

The Secretary presented a communication from the Newark Automobile Exhibition Company, urging the Commission to make up an exhibit to be placed in the Newark Automobile Show, January 12th to the 19th, for which space would be provided gratis. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary acknowledge the communication and advise that the Commission has instructed the Secretary and State Highway Engineer to arrange a worthwhile exhibit of State Highway operations to be exhibited at the Newark Automobile Show.

Compensation Claims-Mr. Moore

The Secretary presented a communication from Austin H. Swackhamer, Counsel for Harry Moore, transmitting a certified check for $812.00 as the amount due the State Highway Commission in reimbursements paid to Mr. Moore under the Workmen's Compensation Act arising out of an accident caused by the Kolb Baking Company, injuring Mr. Moore in August 1922. The damages for his injuries have been paid to Mr. Moore by the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received, the check accepted, and a proper release forwarded to Mr. Swackhamer.

American Assoc. State Highway Officials

The Secretary presented a communication from the American Association of State Highway Officials, urging the Commission to forward the names of those in New Jersey who will attend the convention in New Orleans. On motion by Mr. Jelin, seconded by Mr. Stewart, the Secretary was directed to forward the names of those who will attend the New Orleans Convention.

Commendation -
Burlington County Communication

The Secretary presented a communication from the Burlington County Board of Freeholders in commendation of the work of the Commission in Burlington County. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

High Point Park Request

The Secretary presented a communication from Mr. Wayne Dumont, President of the High Point Park Commission, requesting the use of a Ford truck for two or three weeks for the purpose of fixing a road around Lake Marcia, at High Point Park. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the request be granted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission recessed for luncheon at 12:30 P.M. to meet in regular session at 2:00 P.M. again.

The Commission reconvened at 2:00 P.M. as agreed with the same members present as at the morning session.

Minutes Approved

Commissioner Kidde reported having carefully read minutes of meetings of September 25th and October 2nd, and would recommend approval of the same as submitted with a change in the minutes of September 25th in the section referring to the naming of Eagle Scout Highway to read as follows "Commissioner Kidde suggested that Route 8, Montclair to the State Line at Unionville, is a desirable scenic route, and one greatly frequented by Boy Scout troops, and he moved that the Commission reserve Route 8, Montclair to the State Line at Unionville, for such designation." On motion by Mr. Jelin, seconded by Mr. Stewart, Commissioner Kidde was authorized to canvass the situation locally, and report a suitable designation for this route. Commissioner Jelin seconded the approval of the minutes as corrected and the same were approved.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 15, Section 4, Millville

State Highway Engineer Sloan reported the receipt of the following bids for the construction of Route 15, Section 4, Main Street, Millville, and recommended that award be made to the lowest bidder, the Newark Paving Company, at 99% of the Engineer's estimated units of cost.

Newark Paving Co.	99.0 %
R. L. Bonham Co.	99.8 %
Sutton & Corson Co.	102.8 %
Michael Staub	103.45%
Crilly & Cannon	108.65%
E. Riley Mixner Co.	109.3 %
Public Service Production Co.	110.85%
Fish-Rutherford, Inc.	116.5 %

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED that the State Highway Commission does hereby approve the award of contract for the construction of Route 15, Section 4, Main St., Millville, to the Newark Paving Company of Elizabeth, N.J. at their's the lowest bid of 99% of the Engineer's estimated units of cost, an amount of $141,819.73, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 16, Section 6-A Br. m P 32.2

State Highway Engineer Sloan reported the completion of plans and specifications for the construction of a bridge at M.P. 32.2 over the Passaic River on Route 16, Section 6-A, and he recommended approval of the same with authority to advertise. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of a bridge at M.P. 32.2 over the Passaic River on Route 16, Section 6-A, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary specifications and the Chief Clerk is directed to place the necessary advertisements for the same.

Route 1, Section 12

State Highway Engineer Sloan reported to the Commission that Route 1, Section 12, Rahway Avenue, Elizabeth, was completed and ready for inspection by the Commission. Commissioner Jelin, informed the Commission that he has within the past week gone over this work and he was prepared to recommend its acceptance. Commissioner Stewart inquired whether core tests had been taken and he was informed in the affirmative. Commissioner Jelin, therefore, moved that the State Highway Commission accept the completed work on Route 1, Section 12, Rahway Avenue, Elizabeth, and that final payment be made subject to proper filing of core tests and approval of final papers by the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 4

State Highway Engineer Sloan presented purchase agreement for the acquisition of property on Route 4, known as Parcel #3, at the Bass River Bridge, from Albert L. Hilaman for the consideration of $400.00 and he recommended approval of the same by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of Parcel #3, on Route 4 at the Bass River Bridge from Albert Hilaman for the consideration of $400.00.

Right of Way, Route 4, Section 21

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase of property from Mary A. Bennett, known as Parcel #5 on Route 5, Section 21, for the consideration of $500.00. This was seconded by Mr. Stewart and adopted.

Route 5, & 12, Hackettstown-Port Colden

State Highway Engineer Sloan presented to the Commission for its consideration the question of Route 5, and Route 12 in connection with the construction through Port Colden and Hackettstown. State Highway Engineer Sloan presented a plan showing alternate locations for Route 12, approaching Hackettstown, on which the Engineering Department had indicated its recommendation as to the most direct line for Route 12. This would eliminate passing through the Town of Hackettstown. While the residents of Hackettstown were very desirous of having Route 12 continue into the town to the Soldier's Monument, thence striking Route 5, this latter route would compel traffic from Paterson to Phillipsburg to make two sides of a triangle rather than a direct line. As an inducement for the Commission to go into Hackettstown by way of Mountain Avenue, the Borough of Hackettstown has agreed, by resolution, to pave the road to a width of 40 feet at its own expense for the additional width necessary beyond the 22 feet to be paid for by the state. After consideration of the matter, Commissioner Jelin moved that in accordance with the recommendation of the State Highway Engineer, the work on Route 12 be undertaken beginning at Mountain Avenue, the matter of continuing the route to an intersection with Route 5, either by a straight alignment or by way of the monument in Hackettstown, be left for later consideration after study is made of traffic movement in the particular locality. This was seconded by Mr. Kidde and adopted.

Fenwick Creek Bridge Lights

State Highway Engineer Sloan presented to the Commission a resolution from the Common Council of the City of Salem, N.J. placing itself on record as being surprised at the decision of the State Highway Commission not to install electric lights on the new Fenwick Bridge on Market Street in Salem. State Highway Engineer Sloan informed the

Commission that the particular reason why lights were omitted on this structure was the fact that it would establish a precedent for bridge lighting upon small structures, which would involve considerable expense upon the state. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the resolution be received and a communication be forwarded, advising that from its records there are hundreds of cases of bridge lighting which would have to be gone into by the State Highway Commission if favorable action was taken in this case,and the economy of the situation,therefore, brought forth the denial of the request.

Truck Drivers' Examination

State Highway Engineer Sloan presented a report bearing upon the scheduled examination for Motor Truck Drivers to be held on Wednesday November 28th. He informed the Commission that so much difficulty was experienced under Civil Service lists in securing men to work in different parts of the state, under the maintenance foremen, that it is impracticable for the State Highway Commission to allow the Civil Service Commission to conduct such an examination in order to classify and list such men. He recommended that the State Highway Commission strenously object to the action of the Civil Service Commission in again classifying these men. Commissioner Jelin voices the opinion that he felt the State Highway Engineer was correct in his stand since he believed that in the handling of floating labor such as truck drivers and garage assistants the ability to hire and fire should be vested in the one directly responsible for the work produced from the laborer. Commissioner Kidde stated that he felt that rather than voice a protest, the Commission should inquire from the Civil Service Commission as to why they have changed from their former decision not to conduct further examinations for truck drivers. Commissioner Stewart, therefore, moved that a communication be forwarded to the Civil Service Commission stating that the State Highway Commission is advised that the suggestion has been made that truck drivers employed by the State Highway Department be put on Civil Service lists. While the State Highway Commission appreciates the importance of Civil Service, in this instance it believes that the efficiency of the Department might be seriously assailed if such proposed action should be taken, there being many points on which the matter might be argued. Further, the State Highway Commission would ask that the Civil Service Commission tell from its experience the reasons why it believes it necessary to make the change which has been proposed. This was seconded by Mr. Kidde and adopted. Commissioner Stewart moved that Commissioner Jelin be requested to appear before the Civil Service Commission at its next meeting and bring to its attention the consequences which might follow the classifying of Motor Truck Drivers and Garage Assistants under Civil Service regulations. This was seconded by Mr. Kidde and adopted.

Extension of Time, Yellow Frame-Fredon Road

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of extension of time on the Yellow Frame-Fredon Road, Sussex County, to October 20, 1923, the date on which the work was completed.

Extension of Time, Mill Street, Sussex

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of an extension of time on Mill Street, Sussex, Sussex County Motor Vehicle Aid, to October 25, 1923, the date on which the work was completed. This was seconded by Mr. Stewart and adopted.

Nichol Avenue, New Brunswick

State Highway Engineer Sloan reported the completion of Nichol Avenue, New Brunswick, approach to the State College for Women, and that the same was ready for inspection. Commissioner Stewart expressed the desire that borings be taken upon every job in which the State Highway Commission is interested, before the papers are presented for acceptance of the road by the Commission, and that no final payments should be made unless borings are made or there is an expressed acceptance outside of this rule. The remaining Commissioners expressed approval concurred in this expression of Commissioner Stewart. On motion by Mr. Kidde, seconded by Mr. Stewart, the work on Nichol Ave., New Brunswick, was referred to Commissioner Jelin for inspection.

Route 9, Section 10

State Highway Engineer Sloan reported Route 9, Section 10, Bound Brook - Lincoln Avenue, as completed on November 15th and ready for inspection. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission referred the final inspection of this work to

Commissioner Stewart for report at the next meeting.

Route 16, Section 3

State Highway Engineer Sloan reported the completion and recommended acceptance of Route 16, Section 3, Bedminster-Pluckemin, work done by Ralph Sangiovanni, and completed as of September 4th, subject to payment of 81.25% of the contract price on 183 1/3 square yards of pavement found to be slightly below the requirements in thickness. Commissioner Jelin reported the inspection of this work and recommended acceptance by the state in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Stewart and adopted.

Route 9, Section 8

State Highway Engineer Sloan reported the completion of Route 9, Section 8, North Branch-Somerville Section, work done by Ralph Sangiovanni, and completed as of September 7, 1923, and he recommended that this work be accepted by the State Highway Commission subject to a deduction of $209.15 for pavement less than the required thickness, although the average over the whole pavement equals or exceeds the thickness specified. Commissioner Jelin reported that he had inspected the work and would move acceptance of the same in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Stewart and adopted.

Detour, Route 5, Section 12

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following detour for Route 5, Section 12, Netcong-Canal Culvert Section:

> "Beginning on Route 5 at the Canal Culvert at Ledgewood and running thence (1) northerly by the County Road at Landing; continuing thence (2) easterly, northerly and westerly by the County Road to and via Allen Street to Ledgewood Avenue; Netcong, to Main Street; thence (5) southerly on Main Street to Route 5 at Netcong."

This was seconded by Mr. Stewart and adopted.

Atlantic County Cancellation - Shore Road

State Highway Engineer Sloan reported to the Commission that the County of Atlantic had cancelled the contract for the repair of Shore Road in view of the fact that the work could not be begun in time for its completion this season, and he recommended approval of this cancellation by the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway approved of the cancellation of the contract for the repair of the Shore Road in Pleasantville, Atlantic County, and directed that the Secretary notify the County of Atlantic that the State Highway Commission concurs thoroughly in this decision to undertake this work on a larger scale upon the return of favorable weather conditions.

Fredon-Stillwater Road, Sussex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Fredon-Stillwater Road in Sussex County, this being a drainage and grading job and the work having been completed on August 30, 1923. This was seconded by Mr. Kidde and adopted.

Right of Way, Route 8

The Secretary informed the Commission that Right of Way Engineer Meeker was present to discuss further the matter of acquisition of property on Route 8, Montclair-Verona Section. Commissioner Kidde called the attention of Mr. Meeker to the fact that he had learned from Mr. Baldwin, the former owner of property of St~~r~~asse & Cramer, that the entire tract was sold for $7500.00, for which the state was offering $4600.00 for one corner, and further that the Paterson Savings Bank had sold the property now occupied by Mr. Cramer as a gas filling station and were prepared to testify as to the amount he paid for this property. Right of Way Engineer Meeker advised that in the case of St~~r~~asse & Cramer, the Commission was taking the best part of their property, and although the prices at which these parcels were purchased by the present owners appear small in connection with the amount for which they offered portions to the state; yet in view of the opinion of the appraisers of the State Highway Commission, it would appear that these people had really purchased bargains in the real estate acquired and it was worth much more than they had actually paid. Mr. Meeker further stated that he felt that the objections as made by the state were reasonable and he would recommend that the Commission stand upon the figures given at the last meeting as a basis for condemnation because of the fact that the same can be substantiated by expert real estate testimony. Commissioner Jelin stated that in view of the fact that the Right of Way Department makes such a recommendation, he would allow the action as taken before to stand.

Yellow Frame-Fredon Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Yellow Frame-Fredon Road, Sussex County State Aid, this being a grading and drainage job. This was seconded by Mr. Stewart and adopted.

Township Road Agreements

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Force Account Agreements for the following Township Roads:

Marlton-Kresson, Evesham Township, Burlington County
Telegraph Road, Alloway Township, Salem County.

This was seconded by Mr. Stewart and adopted.

Route 11, Sections 6 & 7.

State Highway Engineer Sloan presented a communication from County Engineer Ferguson of Passaic County, requesting the Commission to consider placing a surface pavement of asphalt on Routell, Main St., Sections 6 & 7, in Passaic County. Commissioner Kidde advised that at the time of his inspection of the Passaic Bridge this matter had been broached to him by the Board of Freeholders of Passaic County and he had requested that the matter be presented to the Commission in writing. He moved that the communication be received and that the Commission advise that it is its opinion that the roadway will not be ready for a top surface until the coming spring, and in any event the work could not be done satisfactorily during the winter, and under the circumstances, it felt that the work could be readvertised in the spring. This was seconded by Mr. Jelin and adopted

Bergen Turnpike

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Bergen Turnpike, from Pleasant Avenue to the Hudson County Boulevard, in Hudson County, work done from the Motor Vehicle Aid account. This was seconded by Mr. Kidde and adopted.

Kaighn Avenue, Extension

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of an extension of time to November 20, 1923, on Kaighn Avenue Extension, Camden County Motor Vehicle Aid. This was seconded by Mr. Stewart and adopted.

Hudson County Request

State Highway Engineer Sloan presented a request of the Hudson County Engineer for a transfer of $22,380.00 from Tonnelle Avenue in the 1923 Maintenance Schedule to the credit of Bergen Turnpike in the 1922 Schedule, making a total of $45,000.00 to the credit of this road, and he recommended approval of the action by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation for the transfer as presented by the State Highway Engineer was ordered approved.

Revised Schedule-Camden County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the revised schedule of maintenance and betterment in Camden County. This was seconded by Mr. Stewart and adopted.

Hope-Blairstown Road

State Highway Engineer Sloan presented to the Commission the matter of the final acceptance of the Hope-Blairstown Road, Warren County, Motor Vehicle Aid, where the concrete varied considerably over different areas. He also presented a statement showing the concrete as placed to be of very good texture and exceptionally strong as shown by cores taken from the work. Commissioner Kidde moved that before any approval is given, the Inspector on this work be brought before the State Highway Commission for a hearing, the State Highway Engineer to prepare the charges. This was seconded by Mr. Stewart and adopted.

Conference

State Highway Engineer Sloan requested a conference with the Commission relative to the outlining of work upon which survey parties might begin for the 1924 program. Following this conference, Commissioner Kidde moved that the meeting adjourn at 4:30 P.M., to meet in regular session again on Tuesday, Nov. 27th. This was seconded and the meeting adjourned.

Respectfully submitted,

A. LEE GROVER

Secretary

MINUTES OF MEETING - November 27, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, November 27, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and
Messrs. Walter Kidde, Percy H. Stewart and Abraham Jelin.

Monmouth County Hearings

The Secretary informed the Commission that County Engineer Allen of Monmouth County, and Freeholder Borden, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Allen presented plans and specifications for Palmer Avenue and asked the Commission to either grant aid or reject the plans and specifications in order that the County might proceed from its own funds. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that plans and specifications for Palmer Avenue be rejected and State Aid be disapproved on account of lack of funds.

County Engineer Allen also brought up the matter of State Aid for the construction of a storm sewer at West Long Branch, where, before the county could proceed with road work, it is necessary to relieve a drainage condition which it was claimed was caused to a certain extent by water from State Highway Route 4. The city received bids for the construction of this sewer and it was estimated to cost $12,500.00. State Aid was requested to the amount of $3,000.00, or anything which the state saw fit to give to the county. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was taken under consideration at this time.

Cape May-Lewes Ferry

Commissioner Kidde presented the following resolution for action by the Commission:-

RESOLVED, that the Chairman is hereby authorized to appoint a Committee composed of two State Highway Commissioners and the State Highway Engineer to get in touch with and meet with the authorities who have the matter of the Cape May-Lewes Ferry in hand in the State of Delaware, and present a report to the State Highway Commission with a view toward the formation of a joint Committee of the States of New Jersey and Delaware for the study of the entire question, and

BE IT FURTHER RESOLVED, that it be the sense of the State Highway Commission that there be in mind the formation of an Advisory Committee of experts, who will study the problems of the Cape May-Lewes Ferry thoroughly, in order that the State Highway Commission may have all the information in hand for the proper solution of the question.

This was seconded by Mr. Stewart and adopted.

The Secretary called attention to the requests as received from represnetatives of the Cape May-Lewes Ferry and of the Black Horse Pike, requesting a hearing before the State Highway Commission at Atlantic City, and he advised that the Chairman had advised these people that the Commission would hold a meeting on Saturday, December 8th, at 10:00 A.M.

Commissioner Kidde moved that a regular meeting of the State Highway Commission be held at the Hotel Dennis, Atlantic City, at 10:00 A.M. on Saturday, December 8th, for the purpose of hearing delegations from the Counties of Cape May, Cumberland, Salem, and Atlantic, and such other interested parties as may have matters to discuss concerning South Jersey; this meeting to be held between the hours of 10:00 A.M. and 1:00 P.M. and the Secretary is instructed to prepare a schedule of matters to be treated at this meeting. This was seconded by Mr. Jelin and adopted.

Route 9, Section 10.

Commissioner Stewart reported that since the last meeting of the Commission, he had inspected the work completed on Route 9, Section 10, Bound Brook-Lincoln Avenue, as performed by John Dorer, and he moved that the Commission accept the same and authorize final payment. This was seconded by Mr. Jelin and adopted.

Reimbursement - State Hgwy Routes

County Funds Spent

Commissioner Stewart questioned the matter of funds spent in each county of the state, and Commissioner Kidde suggested that a tabulation be prepared showing the amount of funds which will have been spent on State Highway work in each county of the state at the end of the present construction season.

Bids Received

X

The Commission recessed at 11:30 A.M. to attend the public opening of bids for the Perth Amboy-South Amboy Bridge, Bass River Bridge, widening of the Albany Street Bridge and Route 15, Section 5, Millville-Menantico Section. Bids were opened and read to the public by the Secretary as follows:-

Perth Amboy-South Amboy Bridge

Frederick Snare Corporation	$ 3,778,645.47
Stillman-Delehanty-Ferris Co	3,702,921.97
Patrick McGovern, Inc	3,862,846.89

Bass River Bridge - Route 4

L. J. Sieling	103.9%
F. W. Schwiers, Jr. Co	111.5%
Standard Engr. & Cont. Co	113.5%

Widening Albany Street Bridge

Michael Staub	192.9 %
S. S. Thompson Co. Inc	106.7 %
Krellwitz Contracting Co	107. %

Route ~~16~~ 15, Section 5,
Millville-Menantico Creek

Michael Staub	94. %
Acchione & Canuso	94.9 %
Sutton & Corson	97. %
Crilly & Cannon	100.63%
E. Riley Mixner Co	103.7 %
N. J. Construction Co	105. %
Public Service Production Co	105.9 %
R. L. Bonham Co	106.5 %
Newark Paving Co	107. %
S. S. Thompson & Co	107.2%
Ralph Sangiovanni	109.63%
Gould, Kranz & Mandel	115. %

Following receipt of bids Commissioner Jelin moved that recess be taken for luncheon.

The meeting was resumed at 3:00 P.M. at the offices of the Commission, Broad Street Bank Building, with all the members present as at the morning session.

Hope Blairstown Road

Mark T. Dempsey-Hearing

The Secretary informed the Commission that Mr. Mark T. Dempsey, Inspector on the Hope-Blairstown Road, Warren County, was present at the request of the Commission in order to answer for the deficiency in the thickness of concrete on the Hope-Blairstown Road, Warren County. Mr. Dempsey appeared before the Commission and was questioned concerning his former experience with the Department, and he admitted that he lacked the experience necessary for the work but that he had endeavored to the best of his ability to fulfill the requirements of the plans and specifications, but evidently the contractor had tricked him by some method beyond his control or when he was not aware of it. Commissioner Kidde called attention to the fact that it appeared from the records that Mr. Dempsey was endeavoring to better his education through technical schooling. Commissioner Stewart inquired whether there was anyone else on the job to check up the work of the Inspector. Mr. Dempsey advised that the traveling Inspector Mr. Barry, and also the County Engineer were there, and apparently they did not see the shortage in thickness. Mr. Dempsey admitted to the Commission that a mistake was made on the work, but he could not account for it. After further questioning, Mr. Dempsey was released from the meeting and Mr. Kidde moved the adoption of the following resolution:-

WHEREAS, Mark T. Dempsey, Junior Inspector, has appeared before the Commission and it is apparent from his answers and examination that he was put to that he was not thoroughly competent, and that he had passed work which was not up to specifications, and

WHEREAS, it is deemed by the State Highway Commission that Mr. Dempsey's endeavors were honest but that he lacks the skill and experience necessary for the work,

NOW, THEREFORE, BE IT RESOLVED, that an opportunity be given Mr. Dempsey to resign from the State Highway Department.

This was seconded by Mr. Jelin and adopted.

Market Street Bridge, Route 10

Commissioner Kidde reported that he had inspected the completed work on Market Street Bridge on Route 10, and would recommend acceptance of the same in accordance with the terms of the Reimbursement Act.

Route 7, Section 1, Corlies Avenue

State Highway Engineer Sloan presented a report to the State Highway Commission in connection with the contract of the East Jersey Bridge Company for the construction of Route 7, Section 1, Corlies Avenue, and recommended that in view of the fact that the cores taken on this pavement indicated the base not only thin at points but that the concrete was porous to an extent, making the value questionable, that 25% of the value of the cost of the concrete base; namely, the amount of $7,278.21, be withheld by the state for a period of five years, either in cash or negotiable securities, satisfactory to the State Highway Commission, and that a bond be required from the East Jersey Bridge Company, guaranteeing that the contractor shall maintain the pavement for five years after completion in satisfactory condition against defective workmanship and material as regards the concrete base. State Highway Engineer Sloan also recommended to the State Highway Commission that an extension of time be granted the East Jersey Bridge Company to the date of completion of their work. Commissioner Jelin reported that he had been advised by the creditors of the contractors that the East Jersey Bridge Company was practically in the hands of receivers and all the money due from the state was to go toward paying debts, and he moved that the recommendation of the State Highway Engineer be adopted and that Route 7, Section 1, Corlies Avenue be accepted by the state, subject to satisfactory negotiable securities to the sum of $7,278.21 to be withheld for a period of five years; also that a bond in accordance with the recommendation of the State Highway Engineer shall be furnished by the East Jersey Bridge Company, guaranteeing the pavement and base on this work for a period of five years. This was seconded by Mr. Kidde and adopted.

Route 17 - General -

Route 10, Section 1-C

Commissioner Kidde called attention to the fact that he would attend a hearing to be held at Hackensack on December 3d in connection with the taking over of Route 17, and that at that time he would go over that section of Route 10 given him for inspection. In this connection, State Highway Engineer Sloan reported the completion of Route 10, Section 1-C, Bluff Road to Anderson Avenue and recommended its acceptance by the State after its inspection. On motion by Mr. Jelin, seconded by Mr. Stewart, the work was referred to Commissioner Kidde for inspection.

Albany Street Bridge

State Highway Engineer Sloan reported to the Commission that he was prepared to recommend award of contract of the Albany Street Bridge widening on Route 1, Section 13, at M.P. 31.4 to Michael Staub, the lowest bidder at 102.9% of the Engineer's estimated units of cost. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:-

RESOLVED, that the State Highway Commission does hereby make award of contract for the widening of the Albany Street Bridge at M.P. 31.4 on Route 1, Section 13, to Michael Staub of Pitman, New Jersey, at his the lowest bid of 102.9% of the Engineer's estimated units of cost amounting to $367.757.04, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 15, Section 5.

State Highway Engineer Sloan recommended to the Commission award of contract for the construction of Route 15, Section 5, Millville-Menantico Section, to Michael Staub of Pitman, N.J. at his the lowest bid of 94% of the Engineer's estimated units of cost. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:-

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 15, Section 5, Millville-Menantico Section, to Michael Staub of Pitman, N.J. at his the lowest bid of 94% of the Engineer's estimated units of cost, amounting to $143,034.77, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Amboy Bridge Bids

On motion by Mr. Kidde, seconded by Mr. Jelin, the bids for the new Amboy Bridge on Route 4, were referred to the State Highway Engineer to be taken up with Mr. C. W. Hudson, Supervising & Designing Engineer, for the purpose of preparing a full report for action of the Commission as to the award at the next meeting of the Commission.

Route 4 Storm Drain-West Long Branch

Commissioner Jelin requested information as to whether there was any justification for the Commission sharing in the cost of the work as requested by Monmouth County, on a storm drain through West Long Branch. State Highway Engineer Sloan advised that while conditions

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at the present time are all right as far as the State Highway Commission is concerned, the construction of this storm drain will benefit the State Highway to a certain extent, and in view of this, Commissioner Kidde moved that an allotment of $1,500.00 be made from the Motor Vehicle Account to Monmouth County as aid in the construction of a storm sewer in West Long Branch. This was seconded by Mr. Jelin and adopted.

Haddonfield-Coffins Corner Road

Assistant State Highway Engineer Reed informed the Commission that Camden County was very desirous of securing action on the Haddonfield-Coffins Corner Road contract at this meeting. On recommendation of the State Highway Engineer, Commissioner Stewart moved approved of the contract for the Haddonfield-Coffins Corner Road, Camden County, work being done from Motor Vehicle Aid. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission adjourned at 4:30 P. M. in order to go to Washington, N.J. as the guests of the Kiwanis Club of Washington, to discuss matters concerning Warren County Roads.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - December 4, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, N.J. on Tuesday, December 4, 1923. The meeting was called to order by Chairman Scott at 11:00 A.M.

Present: General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde, and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting of October 2d and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of the meeting of October 9th and he moved the approval of same as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of the meeting of October 16th and he would move the adoption of the same with several slight typographical changes which he indicated to the Secretary. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of the meeting of October 23d and having indicated several slight changes in the wording which would not interfere with the action of the Commission, and he moved that these minutes be approved as corrected by him. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of October 30th, and moved the adoption of the same as mailed. This was seconded by Mr. Jelin and adopted.

Route No. 17 Hearing

Commissioner Kidde reported that in company with Chairman Scott on December 3d, he had attended the public hearing as arranged at the Court House, Hackensack, in order to hear expressions from the municipalities interested as to the location for State Highway Route 17, prior to its being taken over as a State Highway. He advised that the meeting developed a controversy with regard to the alignment of the route through East Rutherford and Rutherford, there being widely divergent ideas between the representatives of these municipalities, these ideas being involved with local improvements. The Commission requested these municipalities to clear up the questions in dispute and submit a solution for the State Highway Commission to consider. The balance of the proposed line for Route 17 was entirely satisfactory, and the county authorities and the municipalities interested, urged that this route be taken over in view of the fact that it is a very important inter-state highway. He informed the Commission that no promises had been made to the interested parties in view of the fact that there was no bond fund available for the work, and they had been informed that the only consideration which the Commission could give would be toward providing maintenance on the road for the present. A report of the proceedings was taken by a court reporter and a copy of this report will become the official records of the Department.

Route 10, Section 2.

Commissioner Kidde reported that while in Bergen County in company with Chairman Scott, he had inspected Route 10, Section 2, Broad Avenue to Bluff Road, as completed by John J. McGarry on November 17, 1923, and he would recommend acceptance and final payment, subject to a deduction of $27.48 for pavement of less than the required thickness. This was seconded by Mr. Jelin and adopted.

Route 10, Section 1-C.

Commissioner Kidde reported to the Commission that on the Bergen County trip he had inspected Route 10, Section 1-C, completed work on Bluff Road to Anderson Avenue, which was finally completed by John J. McGarry on November 17, 1923, and he moved acceptance of this work by the Commission and final payment to the contractor. This was seconded by Mr. Jelin and adopted.

C.W.Leavitt Conference

The Secretary informed the Commission that Mr. Chas. W. Leavitt, member of the Advisory Board for the study of the Camden Bridge traffic, was present for a conference with the Commission. On motion, duly seconded, the conference was granted. Mr. Leavitt appeared together with Commissioner Middleton of Camden City, and advised that in his duties as Camden City Planning Engineer he had prepared sketches and a map showing his ideas for the development of Camden, in which he had incorporated certain of the ideas as developed by the Camden Advisory Board for roads to relieve traffic to come with the completion of the bridge between Philadelphia and Camden. Mr. Leavitt requested permission from the State Highway Commission to present this sketch and plan to the City Commissioners of Camden and other interested parties with a view toward obtaining approval of the same by the City of Camden, which he felt would be more easily obtained if the prestige of the State Highway Commission studies were added. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission granted permission to Mr. Leavitt to display his plan and sketch to the Commissioners of Camden and to other interested parties without any reference as to what participation the State of New Jersey may take in the final development of the routes.

Atlantic County Invitation

The Secretary presented a communication received by State Highway Engineer Sloan from County Engineer Nelson of Atlantic County, inviting the members of the State Highway Commission to be his guests on Friday evening, December 7th at Atlantic City in order to discuss road matters in general and more specifically those affecting Atlantic County. On motion by Mr. Jelin, seconded by Mr. Stewart, the Secretary was directed to advise Mr. Nelson that the Commission is pleased to accept his invitation in view of the fact that they will be in Atlantic City on Friday afternoon.

Route 11, Main Street, Clifton

The Secretary informed the Commission that a delegation from the Passaic County Board of Freeholders was present and desired a hearing with reference to the placing of surface pavement on Route 11, connecting link, Main Street, Clifton. On motion, duly seconded, a hearing was granted. There appeared County Engineer Ferguson of Passaic County and Freeholders Stalter, Mason and Cross. Mr. Ferguson reviewed the contract for Main Street, Clifton, with the Commission and advised that the base on one-half the roadway is completed and ready for the top paving, and the residents of Clifton are exercised over the fact that the work will be allowed to remain without a surface through the winter. He stated that while at first it was considered best to await better prices for the pavement next spring, it did not appear that a better price could be secured and the delegation was present to urge that the Commission permit the contractor, Mr. Brackett, to proceed with the pavement at his price of $2.07 a square yard. Commissioner Jelin advised the delegation that as far as he was concerned, the price was too high and he believed that if the county would declare an emergency it could get lower bids or it could accept a cheaper price from the contractor now on the job, in view of the fact that prices throughout the state for three inch asphalt have run from $.35 to $1.70 per square yard. County Engineer Ferguson advised that he did not feel that the price was excessive in view of the difficulties under which the contractor was forced to work, since the traffic over the road reduces the efficiency of the contractor by at least fifty per cent. Commissioner Kidde advised that he had looked into the matter on his recent trip of the Market Street Bridge inspection in Passaic County, and he would be favorable to the paving of the completed one-half of the roadway for its full length if the contractor would be willing to accept a lower price for the pavement, and consideration could be given to the closing down of this one-half of roadway while the top surface was being laid. In the discussion by the Freeholders, they stated that they felt that the Commission was placing them in a position where they were receiving a great deal of criticism on account of the non-completion of this pavement, and Commissioner Kidde stated that he felt that the State Highway Commission was desirous of cooperating with the county authorities and that the county officials would receive full credit if an emergency was declared and a lower bid was received, resulting in a cheaper price to the County of Passaic. He moved that the matter be referred to the State Highway Engineer to await a report from the county, as to a lower price for which the contractor would agree to do this paving work. This was seconded by Mr. Jelin and adopted.

State House Conferences

The Commission recessed for conference at 12:00 o'clock noon, with Hon. George S. Silzer, Governor of the State of New Jersey, and with the Republican and Democratic Senators of the State, in order to lay before them a tentative plan for future road improvement.

The meeting of the Commission was resumed at the offices of the Commission, Broad Street Bank Building, at 4:00 P.M. Newspapermen were present and the Commission outlined for the benefit of the newspapermen the plans as laid before the Governor and the State Senators. In view of the fact that this report contained reference to the reports of the three Advisory Boards, appointed by the State Highway Commission for the study of tunnel traffic, Camden Bridge traffic, and Shore Road traffic, Commissioner Jelin moved that the Clerk to the Chairman, Mr. Reddan, be empowered to go over the various reports of the Advisory Boards with such newspapermen as desired reference to the same. This was seconded by Mr. Stewart and adopted.

Budget Commission - Invitation

The Secretary presented a communication from the Budget Commission requesting that representatives of the State Highway Commission appear before that body on Thursday, December 6th at 3:30 P.M. for the purpose of discussing budget matters. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized Chairman Scott, Commissioner Jelin, Secretary Grover and Chief Auditor Howell, to appear as representatives before the Budget Commission.

Chosen Freeholders' Invitation

The Secretary presented a communication from the Chosen Freeholders' Association of the State, inviting the Commission to attend a "Get Acquainted Dinner" tendered by that Association to the members of the 1923 Legislature, at Hildebrechts, Trenton, N.J. on Monday evening, December 10th, at 6:00 P.M. On motion by Mr. Jelin, seconded by Mr. Stewart, the Secretary was directed to acknowledge this communication and invitation.

Black Horse Pike

The Secretary presented to the Commission a communication from the Atlantic City Rotary Club, with reference to the Black Horse Pike or other alternative routes to the seashore. On motion by Mr. Stewart, seconded by Mr. Jelin, the Secretary was advised to notify the Atlantic City Rotary Club of the fact that the matter of the Black Horse Pike will be discussed at the meeting of the State Highway Commission to be held at Atlantic City on Saturday, December 8th, and an invitation is extended them to attend this meeting.

The Secretary presented to the Commission a communication from the Black Horse Pike Association, advising of a meeting to be held by that Association on December 6th, for the purpose of discussing the Black Horse Pike and extending an invitation to the Commission to be present. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to acknowledge the communication and advise that the Commission feels that this matter will be properly handled at a hearing to be given the advocates of the Black Horse Pike at its meeting to be held at Atlantic City on December 8th.

West Freehold-Smithburg Road

The Secretary presented a communication from the Monmouth County Board of Freeholders requesting State Aid on the improvement of the West Freehold-Smithburg Road, Monmouth County, the County requesting that a balance of $7,000.00 now available be transferred to this road and such other funds as the Commission can see its way clear to apportion. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the communication be acknowledged and that the County be advised that there are no funds in the State Aid Account for 1924, and also whether they desire to make a request for funds from the Motor Vehicle Account.

Additional Bridges or Tunnels to Cross Hudson River

The Secretary presented a communication from the Port of New York Authority, advising of a meeting to be held on the matter of additional bridges or tunnels to cross the Hudson River, said hearing to be held on Wednesday, December 5th, at New York City. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary acknowledge receipt of the notice of hearing and advise that the State Highway Commission is deeply interested in any suggestions as to additional tunnels or bridges, and as far as its powers extend it will be very glad to cooperate with the Port Authority in providing facilities for new motor vehicle traffic which will be produced by any new situations, it being the feeling of the State Highway Commission that there are many phases of the problem which will be important to them and it believes that any questions of roads can be worked out in conjunction with any reasonable plans the Port Authority might have.

Riparian Grant in Fee - Ocean City Auto Br.

The Secretary presented a communication from the Board of Commerce and Navigation, quoting a price of $2,500.00 for riparian grant in fee, for the Ocean City Automobile Bridge, said grant being purchased from the State Board of Commerce and Navigation. On motion by Mr. Kidde, seconded by Mr. Jelin, the purchase of riparian grant was authorized.

The Schedule of Business was next taken up for consideration item by item as follows:

Amboy Bridge Contract

State Highway Engineer Sloan presented a report from Mr. C. W. Hudson, Supervising & Designing Engineer for the New Amboy Bridge, upon which bids had been taken on November 27th, in which Mr. Hudson recommended award of contract to the lowest bidder, Stillman-Delehanty-Ferris Company at their low bid of $3,702,921.97, this being $75,000.00 lower than the next low bidder and $230,000.00 lower than the lowest bid received at the former letting. There was also presented a financial statement from Stillman-Delehanty-Ferris Company, low bidders on this contract, together with a complete tabulation of all the bids. State Highway Engineer Sloan recommended that award be made to the low bidder, Stillman-Delehanty-Ferris Company, at the price bid.

Mr. Hudson appeared before the Commission and stated that he had examined the bids of all the bidders and after having given consideration to the market conditions on labor and materials, he had decided to recommend award to the low bidder. After discussion by the Commission with Mr. Hudson, concerning the date of completion of the work, Commissioner Kidde moved that in order to have all legal safeguards such as are necessary in awarding a contract of this size, the entire matter be referred to the State Highway Engineer and Commissioner Stewart for conference with the Attorney General in order that when award is made there be an opinion from the Attorney General as to the legality of the same. This was seconded by Mr. Jelin and adopted.

The Secretary directed the attention of the Commission to the fact that there was still being held a check from a third bidder, while the law provides that no check other than those of the two lowest bidders on the work shall be retained longer than three days. Commissioner Kidde moved that the check of Mr. Patrick McGovern be returned by the Secretary. This Was seconded by Mr. Jelin and adopted.

Route 9, Section 9-A.

State Highway Engineer Sloan reported the completion of Route 9, Section 9-A, Still Valley-Bloomsburg Section, as of October 8, 1923, and recommended acceptance of the work in accordance with the terms of the Reimbursement Act. Commissioner Jelin reported having inspected this work, and Commissioner Kidde moved that the State Highway Commission accept Route 9, Section 9-A, Still Valley-Bloomsburg Section, in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Jelin and adopted.

Route 4, Section 11, Avon

State Highway Engineer Sloan reported final completion as of April 23d, 1923, on Route 4, Section 11, Avon, and he recommended acceptance of this work in accordance with the terms of the Reimbursement Act, subject to a deduction of $52.37 on account of pavement of less than the required thickness. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer, and ordered the acceptance of Route 4, Section 11, Avon, subject to a deduction of $52.37 in accordance with the terms of the Reimbursement Act.

Amboy Bridge-New

The Secretary informed the Commission that in order to make payment to the City of Perth Amboy for that portion of the State's funds, due on account of work performed on Route 4, connecting Link in Perth Amboy, that a formal resolution must be adopted. Commissioner Jelin moved the adoption of the following resolution:

WHEREAS, the State Highway Commission did by resolution of December 7th, 1922, approve of a contract for the construction of an extension of State Highway Route 4, known as Amboy Avenue, the contract having been awarded by the City of Perth Amboy to Graham & McKeon at a contract amount of $158,216.62, and

WHEREAS, by the same resolution did authorize the setting up of the sum of $75,000.00 as the State's share of the cost of the said construction of the extension of State Highway Route 4 in Perth Amboy, and

WHEREAS, it has been certified to the State Highway Commission by the City of Perth Amboy that work has been performed to the amount of $85,055.24, and request has been made by the City of Perth Amboy for a partial payment on account of the said work as performed.

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the Commission does hereby approve of the payment of the sum of $21,900.57 as the State's share of cost of the work performed and do hereby request the Hon. N. A. K. Bugbee, Comptroller of the State of New Jersey, to draw his warrant against the State Road Fund in favor of the Treasurer of the City of Perth Amboy in the sum of $21,900.57.

This was seconded by Mr. Kidde andadopted.

Route 10, Section 1-B.

State Highway Engineer Sloan reported the completion of Route 10, Section 1-B, Anderson Avenue to Arcadian Way, as completed by contractor John J. McGarry, and he recommended acceptance of the work in view of the fact that the same had been inspected by Commissioner Kidde on December 3d. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ordered the acceptance of Route 10, Section 1-B, and final payment on the same.

Route 5, Section 9.

State Highway Engineer Sloan reported the completion of Route 5, Section 9, Barker's Corner-Hackettstown, by the Globe Indemnity Company as surety for Frank J. Groman & Sons, contractors, and he advised that this was now ready for final inspection; also there were some matters to straighten out before final payment could be made. Commissioner Kidde reported that he had inspected the work and he was prepared to move its acceptance, subject to reimbursement terms and also subject to the approval of all final papers by the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Route 1, Section 12.

State Highway Engineer Sloan reported to the Commission with reference to the final payment and acceptance on Route 1, Section 12, Rahway Avenue-Elizabeth. Tests had revealed the fact that there was some pavement deficient.in bitumen content, and he moved the acceptance and final payment on this work subject to a deduction of $297.26 for deficiency in the pavement. Commissioner Kidde moved that in accordance with the recommendation of the State Highway Engineer, Route 1, Section 12, Rahway Avenue-Elizabeth be finally accepted, and final payment authorized, less a deduction of $297.26 for deficiency in surface pavement. This was seconded by Mr. Jelin and adopted.

Nichol Avenue, New Brunswick ✓

Commissioner Jelin reported having inspected the completed work on Nichol Avenue (approach to the Women's College) at New Brunswick and he moved the acceptance of the same by the Commission. This was seconded by Mr. Stewart and adopted.

Right of Way-Route.14 ✓

On recommendation of the State Highway Engineer, Commissioner Jelin moved that a formal offer of $800.00 be made Harry and Martha L. Dowman for property required on Route 14, Section 9, and in the event they fail to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 14, Section 9, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Tract #1

BEGINNING at a point in the westerly side of the main seashore road,otherwise known as Route 14 of the New Jersey State Highway System, said point being twenty (20) feet westwardly from the center line of said road as measured at right angle thereto, and in the line of lands of Mrs. Stowe, and extending,

Thence (1) along said Stowes line north fifty-one degrees, forty-six minutes, and fifteen seconds west (N51°46'15") thirteen (13) feet to a point in said line.

Thence (2) along other lands of the granter of which this is a part, north thirty-three degrees, thirteen minutes, and forty-five seconds east (N33°13'45"E) two-hundred and twenty-three and one tenth (223.1) feet to a point of curve.

Thence (3) curving to the right with a radius of eleven thousand four hundred and ninety-two and nineteen hundredths (11492.19) feet, a distance of two hundred and thirty-six and six-tenths (236.6) feet to a point of tangency.

Thence (4) still along said other land of the grantor north thirty-four degrees, twenty-four minutes and thirty seconds east (N34°24'30"E) two-hundred and seventy-one and one-tenth (271.1) feet to a point in the line of lands of Frank Shaw;

Thence (5) along said Shaw's land south fifty-two degrees, fifteen minutes, and thirty seconds east (S52°15'30"E) thirteen (13) feet to a point in the westerly side of said road;

Thence (6) along the westerly side of said road south thirty-four degrees, twenty-four minutes, thirty seconds west (S34°24'30"W) three-hundred eighty-eight and five tenths (388.5) feet to an angle in said road;

Thence (7) still along the westerly side of said road south thirty-three degrees, thirteen minutes and forty-five seconds west (S33°13'45"W) three-hundred and forty-two and thirty-nine hundredths (342.39) feet to the point and place of beginning. Containing two hundred seventeen thousandths (0.217) Acres, be the same more or less together with.

Tract #2

BEGINNING at a point in the easterly side of said road, said point being twenty (20) feet eastwardly from the center line of said road as measured at right angle thereto, and in the line of lands of L. Eddy.

Thence (1) along the easterly line of said road north thirty-three degrees, thirteen minutes and forty-five seconds east (N33° 13'45"E) a distance of three hundred and forty-five and forty-nine hundredths (345.49) feet to an angle in said road;

Thence (2) still along the easterly side of said road north thirty-four degrees, twenty-four minutes and thirty seconds east (34°24'30"E) a distance of three hundred eighty five and seventy-eight hundredths (385.78) feet to a point in the line of lands of Frank Shaw;

Thence (3) along said Shaw's line south fifty-two degrees fifteen minutes and thirty seconds east (S52°15'30"E) a distance of thirteen (13) feet to a point in said line;

Thence (4) along other lands of the grantor of which this is a part, south thirty-four degrees, twenty-four minutes, thirty-seconds west (S34°24'30"W) a distance of two hundred and sixty-seven and three tenths (267.3) feet to a point;

Thence (5) still by said grantor's land, curving at the left with a radius of eleven thousand, four hundred and twenty-six and nineteen hundredths (11426.19) feet a distance of two hundred and thirty-five and two tenths (235.2) feet to a point;

Thence (6) still by said other lands of the grantor south thirty-three degrees, thirteen minutes and forth-five seconds west (S33°13' 45"W) a distance of two hundred and twenty-eight and nine tenths (228.9) feet to a point in the line of lands of the aforesaid L.Eddy;

Thence (7) along said Eddy's land north fifty-one degrees, forty-six minutes, and fifteen seconds west (N51°46'15"W) a distance of thirteen (13) feet to the point and place of beginning.

Containing two hundred and eighteen thousandths (0.218) Acres be the same more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $800.00 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of the said lands and premises.

This was seconded by Mr. Stewart and adopted.

Right of Way, Route 4, Section 20 ✓

State Highway Engineer Sloan reported to the Commission that Mr. Biggot, owner of property on Route 4, Section 20, was dissatisfied with the agreement he had executed covering the transfer of part of his property to the State, in view of the damage he had suffered on account of the removal of electric light posts and electric signs. Mr. Biggot feels that if he were provided with a concrete driveway as shown on the plan attached, he would consider this satisfactory compensation for changes made in his property, which driveway was estimated to cost $1,250.00. State Highway Engineer Sloan recommended that in view of the fact that the original agreement called for $794.00, the sum of $456.00 additional be allowed Mr. Biggot on account of the damage above mentioned. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized an additional agreement for the payment of $456.00 for land of Mr. Biggot on Route 4, making a total payment of $1,250.00.

Right of Way, Route 5, Section 12.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of purchase agreements and the purchase of the following property on Route 5, Section 12, for the amounts indicated, and that where property is given for $1.00 that communication of thanks be forwarded.

PARCEL	NAME	AMOUNT
17 & 18	Silas Elmer King	$742.00
19	" " "	81.00
20	" " "	25.00
21	Martin Lane	1.00
22	Silas Elmer King	1.00
23	Frank J. Turner	1.00
24	Dorson S. Drake	200.00
25	Frank J. Turner	80.00
26	" " "	1.00
27 & 28	" " "	1.00
29 & 30	Wm. E. Karlson	75.00
32	Samuel Johnson	400.00
34	" "	1.00
35	" "	1.00

This was seconded by Mr. Stewart and adopted.

Right of Way-Route 14, Section 8.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase by quit claim deed of property on Route 14, Section 8, from Joseph Lybrand Corson and Emma C. Corson for $1.00 and from Daniel G. and Jennie Stizza for $1.00. This was seconded by Mr. Stewart and adopted.

Route 4, Bass River Bridge

State Highway Engineer Sloan recommended to the Commission the approval of award of contract to L. J. Sieling for the construction of the Bass River Bridge at M/P 13.9 on Route 4 on which he was the lowest bidder. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Bass River Bridge at M.P. 13.9 on Route 4, to L. J. Sieling of Red Bank, N.J. at his, the lowest bid received, amounting to $106,860.11, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 15, Section 4.

State Highway Engineer Sloan presented to the Commission an agreement submitted by the Cumberland County Traction Company covering change of location of its tracks and the paving of the same through the City of Millville on Route 15, Section 4. He called attention to the fact that this agreement as drawn is not in accordance with the agreement submitted for their signature, which was based on an understanding approval by the State Highway Commission, and representatives of the Cumberland County Traction Company, when they appeared in Trenton on October 16, 1923. He recommended to the Commission that in view of the fact that an agreement has been executed with the City of Millville for the work on this section that the State Highway Commission proceed with the construction of this section in accordance with the plans as made to include the relocation of the tracks and paving and that suit be instituted by the State Highway Commission against the Cumberland County Traction Company to cover whatever cost the track changes have involved. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the recommendation of the State Highway Engineer be accepted and that Route 15, Section 4, be proceeded with in accordance with original plans and specifications and that due notice be forwarded to the Traction Company advising that the State Highway Commission will do everything in its power to protect its rights.

Right of Way-Route 8, Section 2

The State Highway Engineer presented for approval of the Commission, purchase agreements for property of Francis J. Marley on Route 8, Section 2, Parcel #1, for the consideration of $2,200.00. On motion by Mr. Jelin, seconded by Mr. Stewart, this purchase was ordered laid over for further report and appraisals.

Right of Way-Route 5, Section 12.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the purchase of property on Route 5, Section 12, from Mary Leonora Wills, as follows:

Parcel #12 & #12, for the consideration of $1.00
" #15 " " " " $1.00
" #16 " " " " $1.00

This was seconded by Mr. Stewart and adopted.

Employments

State Highway Engineer Sloan presented the following list of employments as approved by him during the past two weeks and recommended approval of same by the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer for the approval of employments for the past two weeks was unanimously approved by the Commission.

Nov. 1,	Thos. C. Shreve	Inspector	$125.00	mo.
" 21,	H. J. McAleavy,	"	125.00	
" 19,	Frank DelPeano,	Mechanic	.60	hr.
" 20,	Alex. Anderson,	"	.50	
" 27,	J. H. Brearley,	Motor Tr. Dr.	.45	
" 21,	Harry Cahill,	" " "	.50	
" 17,	Arnold Edwards,	" " "	.40	
" 23,	Joseph Constantine,	Mechanic	.60	
" 15,	Paul Denneler	Mot. Tr. Dr.	.45	
" 26,	S. P. O'Keefe,	Gar. Ass't.	.40	
" 14,	A. K. Mayer,	Clerk Steno.	80.00	mo.
" 28,	Wm. Callahan,	" "	80.00	
Dec. 1,	Benedict Ludwig,	Draftsman	90.00	

Alpha Boro Road, Warren County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract on the Alpha Boro Road, Warren County, Motor Vehicle Aid, the State's share having already been set up for the work. This was seconded by Mr. Stewart and adopted.

High Point Park Request

State Highway Engineer Sloan reported to the Commission that Mr. Stanton of High Point Park had advised that the two one-ton Ford trucks were not able to make the hills with any heavy load and he would request that two three-ton trucks be sent to High Point Park for its use in road maintenance work for several weeks. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the assignment of two three-ton trucks for High Point Park Road maintenance purposes.

Fredon-Stillwater Road-Sussex County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of award of contract for the Fredon-Stillwater Road, Section 2 & 2-A, Sussex County, Township Aid. This was seconded by Mr. Jelin and adopted.

Route 6 MP 9.7W

Pavement of Bridges & Approaches, Woodstown

State Highway Engineer Sloan reported in connection with the pavement on bridge and approach at M.P. 9.7 over the Pennsylvania Railroad at Woodstown, that he would recommend that the P. R. R. be requested to place a pavement on this bridge without reimbursement to the State, it being more expeditious and economical for the railroad company to do this work while its plant and equipment are available. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized a request to be made of the P. R. R. to place a pavement on bridge and approach of bridge at M.P. 9.7-W at Woodstown without reimbursement to the State.

Hazen-Cornish Road, Warren County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract for the Hazen-Cornish Road, White Township, Warren County. This was seconded by Mr. Stewart and adopted.

Brass Castle Road, Warren County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract for the construction of the Brass Castle Road, Washington Township, Warren County. This was seconded by Mr. Stewart and adopted.

Province Line Road, Mercer County

On motion by the State Highway Engineer, Commissioner Jelin moved acceptance and final payment on Province Line Road, Lawrence Township, Mercer County, Township Aid. This was seconded by Mr. Stewart and adopted.

Township Aid Force Account Agreements

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following Township Aid Force Account agreements:

Willow Grove Road, Pittsgrove Township, Salem County,
Naylor's Corner, Shamong Township, Burlington County,
Crosswick's-Ellisdale Road, Chesterfield Township, Burlington County,
Canton & Greenwich Road, Greenwich Township, Cumberland County,
Springtown-Roadstown Road, " " " "
Lincoln Avenue-Buena Vista, Vista Township, Atlantic County,
Baptistown-Barbertown Road, Kingwood Township, Hunterdon County.

This was seconded by Mr. Jelin and adopted.

Plainsboro-Cranbury Neck-Princeton Jct.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of additional application and agreement for Township Aid to the extent of $4,500.00 for the Plainsboro-Cranbury Neck-Princeton Junction Road, Middlesex County, Plainsboro Township Aid. This was seconded by Mr. Stewart and adopted.

Hope-Blairstown Road, Warren County

State Highway Engineer Sloan presented to the Commission for its approval, the final acceptance of the Hope-Blairstown Road, Warren County, Motor Vehicle Aid, concerning which Inspector Dempsey was before the last meeting, and he recommended the final acceptance be made by the Commission subject to a deduction of $4,387.44 on account of a deficiency in the thickness of the pavement over practically the entire work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the acceptance of the Hope-Blairstown Road, Warren County, Motor Vehicle Aid, and final payment subject to a deduction of $4,387.44 for deficient concrete.

Springfield Ave

New Providence Road, Union County

State Highway Engineer Sloan reported the completion of core drill tests on Springfield Avenue-New Providence Road, Union County, Motor Vehicle Aid, and he recommended acceptance of this work subject to a deduction of $145.28 for a deficiency in the concrete pavement thickness on a small section of this work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance by the Commission of Springfield Avenue, New Providence Road, Union County, Motor Vehicle Aid, in accordance with the recommendation of the State Highway Engineer.

Tabernacle-Indian Mills Road

On recommendation of the State Highway Engineer, ,Commissioner Jelin moved the acceptance and authorized final payment on the Tabernacle-Indian Mills Road, Tabernacle Township, Burlington County. This was seconded by Mr. Kidde and adopted.

Moss Mill Road, Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and authorized final payment on the Moss

Mill Road, Atlantic County, Galloway Township.

Liberty Corner-Bernardsville Road.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and authorized final payment on the Liberty Corner-Bernardsville Road, Bernards Township, Somerset County.

Great Creek Road, Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and authorized final payment on the Great Creek Road, Galloway Township, Atlantic County.

Cross Keys Road, Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved final acceptance and authorized final payment on the Cross Keys Road, Berlin Township, Camden County.

Mill Street, Sussex, Sussex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Mill Street, Sussex, Sussex County, Motor Vehicle Aid. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 6:45 P.M. to meet in regular session on Saturday, December 8th, at 10:00 A.M. in Atlantic City at Hotel Dennis.

Respectfully submitted,

A. LEE GROVER,

Secretary

DEC 8 1923

MINUTES OF MEETING - December 8, 1923.

A regular meeting of the State Highway Commission was held at the Hotel Dennis, Atlantic City, on Saturday, December 8, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and Messrs. Walter Kidde, Percy H. Stewart and Abraham Jelin.

In addition, at the direction of the Commission, there had been invited to the meeting representatives of the Counties of Atlantic, Cape May, Cumberland, Salem and Gloucester, and also those favoring the establishment of additional State Highway routes in South Jersey. All of these representatives were present when the meeting opened, and are noted in these minutes.

The Chairman explained that the Commission had arranged this meeting to be held in Atlantic City in order to give the citizens of South Jersey an opportunity to be heard on matters concerning roads through the South Jersey counties.

Mr. Leeds, President of the Atlantic City Chamber of Commerce, was first requested to speak, and he arose to introduce Mr. Walter J. Buzby of Atlantic City, and former member of the New Jersey State Highway Commission, as the representative of all interests in Atlantic City. Mr. Buzby commended the activity of the State Highway Commission and spoke of the tremendous increase in the amount of traffic coming over the White Horse Pike to Atlantic City, and he urged as the recommendation of all people of Atlantic City that the White Horse Pike be widened to at least forty feet of driveway, which he felt would answer for present needs, but would not begin to take care of traffic when the Camden Bridge was opened. For this additional traffic, Mr. Buzby recommended another line of 20 or 25 feet, with a gravel space between, so that traffic could flow in one direction on each roadway.

Chairman Scott inquired as to whether the right of way would be expensive, and was informed that at the present time, the expense would be small compared to later when the built up sections would be spread. Mr. Buzby also offered the services of any organization in Atlantic City to assist in the securing of right of way along Route 3.

Mr. Buzby also presented before the Commission a map of the situation in Hammonton, and a suggestion for an alternate line through the Town of Hammonton, via Wilsey Mill Road, across Third Street, thence to the Pennsylvania Railroad, and along a paved street to the

DaCosta-Hammonton Road, and to Route 3. This was offered as a cheaper line than the widening of the Hammonton Section of Route 3 over Hammonton Lake.

Mr. Buzby expressed approval of any additional routes the Commission might lay out to the South Jersey shore resorts.

Mr. Stewart inquired of Mr. Buzby whether he did not feel that the traffic over the White Horse Pike was principally a commutor traffic, that is, one way at one time and the other way all at one time. Mr. Buzby stated that from his own observations, there was no time during the entire summer season that there was not a great deal of traffic in both directions at the same time. Mr. Jelin stated that he believed any widening beyond 30 feet would mitigate against other parallel roads or a connection with Cape May. Mr. Stewart also called attention to the fact that there is being carried twice the traffic of the White Horse Pike on the Lincoln Highway Section of Route 1.

Mayor Bader of Atlantic City, next addressed the Commission and urged that the White Horse Pike be widened to 40 feet, with some law compelling slow moving vehicles to keep far to the right. He also asked that a shoulder be put on the roadway for pedestrians. Mr. Kidde inquired whether the county authorities could do anything to put sidewalks along the White Horse Pike.

Judge E. A. Higbee, County Counsel for Atlantic County, advised that when the County acquires right of way for roads, it always secures sufficient for shoulders width and for future sidewalks, but the actual laying of sidewalks is up to the municipalities.

Mr. A. K. White of the Marlborough-Blenheim Hotel, stated that he believed a great number of people now refused to ride over the White Horse Pike, due to the delays involved in waiting at the Camden Ferries, and all of these would be added to the present traffic when the new Camden-Philadelphia Bridge is completed and opened. He also urged a two way traffic on two distinct roadways, with some separation between them such as a gravel stretch.

The Atlantic City hearing was closed by Mr. Buzby and he asked for consideration of the completion of Route 4. although it was not as important to Atlantic City as the widening of the White Horse Pike.

Atlantic County-Hearing

The next matter taken up for consideration was that of the County of Atlantic. Judge Higbee, as spokesman for the County Board of Freeholders, addressed the Commission in behalf of a larger apportionment of Motor Vehicle funds to Atlantic County to meet the increase in maintenance costs on roads. He also spoke of the benefits secured on gravel roads by treating with an application of calcium chloride, for laying the dust. He asked that the Commission allot to Atlantic County for 1924 the sum of $150,000.00 from its Motor Vehicle funds. In addition to the statements of Judge Higbee, there was submitted a communication from the Board of Chosen Freeholders of the County of Atlantic, requesting the sum of $150,000.00 for maintenance work. On motion by Mr. Kidde, seconded by Mr. Stewart the communication was ordered received and filed for consideration. In addition to Judge Higbee, there were present Mr. A. H. Nelson, County Engineer for Atlantic County, and members of the Atlantic County Road Committee.

Black Horse Boulevard Association

Mr. R. A. Russell, representing the Black Horse Boulevard to the Sea Association, as its President, was the next speaker to appear before the Commission. He headed a large delegation from his Association, and stated that the membership of the Association was 600. He explained the projected improvement urged by his Association extended from Camden to Mount Ephriam, Blackwood, Cross Keys, Downstown to Mays Landing, to the seashore, which would open up a section of South Jersey which is now out of reach. He mentioned the endorsements his Association had received from all the Boards of Freeholders in South Jersey and automobile clubs. He also mentioned endorsement of the Rotary, Kiwanis and Lions Clubs of Atlantic City. He called on Mr. Harry Snyder of Turnerville, to make a statement. Mr. Snyder addressed the Commission and advised that the line proposed was known as the Stage Route along the old Mt. Ephriam Pike. He stated that from Camden to Mays Landing is a distance of 38 miles. He urged the improvement of the Black Horse Pike as a relief route to the White Horse Pike, and asked that it be made of sufficient width to take care of future traffic.

Mr. Jelin inquired as to the amount of new pavement which would be necessary in the Black Horse Pike. He was informed that there would be 18 miles required through undeveloped country,where the property owners would be willing to give their land free.

Mr. Jelin inquired as to the features in connection with this route that would make it more desirable than some other route. Mr. Snyder stated that the Black Horse Boulevard would be 9 or 10 miles shorter to Atlantic City from Camden than any other route under consideration, and also the fact that the right of way would be provided in most part, and the construction work would be performed on high ground and not through marshland. Mr. Russel advised the Commission that practically all the property owners along the line of the Black Horse Pike were ready to donate their land to the State, and he called upon Mr. Fuller who had gone about to find out the feeling of the property owners.

Mr. Fuller eloquently outlined for the Commission the virtues of the Black Horse Pike in bringing the people through what is now an entirely undeveloped section of the State, and at the same time affording those farmers along the line of the road a chance to reach the main towns during the winter months, which it is now impossible to do.

Mr. Frank Pine, Assemblyman from Blackwood, New Jersey, next addressed the Commission in behalf of the Black Horse Pike, urging its improvement because of the fact that the White Horse Pike is so terribly congested.

Chairman Scott inquired whether he felt that the improvement of Black Horse Pike was the most important of all the means for relieving traffic in this vicinity. Mr. Pine stated that he did.

Commissioner Jelin inquired the reason for this statement and Mr. Pine's reply was that it is a shorter route than any other by about two miles.

The Chairman of the delegation stated that it was the purpose to have a bill introduced in the coming session of the Legislature which would make the Black Horse Pike part of the State Highway System and they would be very glad to have the indorsement of the State Highway Commission.

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Harding Highway

The next matter taken up for consideration was that of the Harding Highway, the designation given to the route from Pennsgrove to Atlantic City, which was adopted at the last session of the Legislature as a State Highway Route, over the Governor's veto. Senator Borton of Salem County, acted as Chairman of the delegation, which numbered fifty individuals, all of whom wore badges with "Harding Highway" imprinted thereon. Senator Borton addressed the Commission and exhibited upon a map the various lines of travel through South Jersey. He explained that the road from Pennsgrove to Atlantic City was made a State Highway at the last session of the Legislature and the delegation appeared to urge the State Highway Commission to take the same over as part of the System and improve the same with a hard surface. He urged the Commission to this end and introduced Mr. Keasbey, County Engineer of Salem County, to give more specific data on the route.

Mr. Keasbey appeared before the Commission and advised that of this route, there were 23.29 miles between Pennsgrove and the Salem County Line below Malage, and 5 miles between Malaga and Downstown in Gloucester County, not hard surfaced. He also explained that of the 23 miles in Salem County, 9 1/2 miles from Pennsgrove to Woods Tavern are hard-surfaced with sheet asphalt, amiesite and concrete. Mr. Jelin inquired whether they were considered good roads and Mr. Keasbey replied in the affirmative. Mr. Keasbey advised that the maintenance charges on the gravel sections of this road are very heavy since the gravel is in poor condition and unable to stand the traffic. He explained that this line would make a parallel road to the White Horse Pike, it being spoken of as the "Back Road to Camden" and being not much longer.

Chairman Scott inquired as to Mr. Keasbey's opinion in the event funds were not sufficient to do all the projects in South Jersey, which he considered to be the most imperative. Mr. Keasbey advised that the Harding Highway would furnish, in addition to another route from Camden to the seashore, the main line from Washington and the south to Atlantic City. He informed the Commission that the right of way was practically secured since the road is already in existence, and on which it needed only to have a concrete pavement placed.

Mr. Jelin inquired of the number of miles on the whole road at the present time which are not surfaced, and Mr. Keasbey advised that in all about 19 or 20 miles were needed to be surfaced through Salem County and Gloucester County.

Senator Borton called upon Mr. George Wilson, manager of the Ferry Company operated at Pennsgrove, to state how the traffic has increased over the ferry. Mr. Wilson addressed the Commission and stated that during the year 1912 when the ferry was first placed in operation, there were handled approximately 900 vehicles, the following year there were 3500 vehicles handled and in 1920 this jumped to 53,000 and in 1921 to 61,000 and in 1922 to 72,000. He also stated that in the eleven months of 1923 there were handled 90,881 vehicles, and it was estimated that the total would exceed 100,000 for the year 1923.

Commissioner Kidde inquired as to the number of vessels used in this service. Mr. Wilson stated that in the summer months when the heavy volume period began, three ferries were operated with a maximum of twenty-eight departures each way, the schedule being every hour each way, with boats in between when traffic required. He advised that the coming summer it was expected to operate from the new city terminal in Wilmington, and there will be four to five departures every two hours. He advised that the ferries average about 36 cars to a load.

Chairman Scott inquired of Mr. Wilson whether he could estimate the delays caused to traffic in view of the congestion at the ferry.

Mr. Wilson stated that the peak of delay was reached on Labor Day last when the volume was so heavy that there was a maximum delay of three or four hours. Mr. Wilson compared the traffic handled on Labor Day 1922 with Labor Day of 1923, and stated that in 1922 they handled 822 vehicles while on Labor Day 1923 they handled 1500, the rate charged being $1.00 for automobile and driver, with a charge for trucks of $1.00 per ton capacity, the distance covered by the ferry being between four and five miles, regulation ferry boats being used.

Mr. Borton next asked Mr. Cattell, County Engineer of Gloucester

County to speak to the Commission. Mr. Cattell addressed the Commission and stated that he was prepared with remarks covering both the Pennsgrove-Atlantic City Road and the Westville-Millville Road in Gloucester County. Hr presented each Commissioner with a map showing the line of each of these roads. He stated that from an engineering standpoint he believed the State Highway Commission was interested in determining how to accommodate the greatest amount of traffic at the least possible expense in view of the fact that the funds of the Commission are limited in the same way as the County funds are limited. He stated that the Westville-Malaga Road extends through more populated sections than other roads and connects with more improved roads as feeders. He stated it would not only accommodate traffic to Atlantic City by way of Philadelphia, but would also accommodate traffic to such cities as Wildwood, Avalon, Cape May, and other seashore resorts and furnish a connection with Route 14, which traverses the southerly end of the State. He presented an estimate of the cost of constructing both the Westville-Millville Road and the Pennsgrove-Atlantic City Road within the County of Gloucester, basing his estimate on the price of $42,000.00 per mile. On the Westville-Millville Road there are 11.62 miles in Gloucester County at a total cost with bridges of $502,040.00. On the Pennsgrove-Atlantic City Road there are 7.75 miles in Gloucester County and with bridges the total cost would be $331,500.00, these estimates being for a 20 foot roadway with 8 inch concrete. He suggested that Federal Aid could be applied on this road which would yield an additional $15,000.00 per mile to the State.

Mr. Borton next called upon Mr. Roscoe Ward, County Counsel of Cumberland County, to speak to the Commission on the Harding Highway. Mr. Ward spoke in favor of the Harding Highway and stated that all of Cumberland favored the construction of this road, and he also favored the Westville-Millville Route, since both of these lines would afford communication in and out of South Jersey to Philadelphia, New York and Atlantic City, which is now practically impossible to a great part of the district.

Mr. Borton next called upon Assemblyman Stiles, representing the Pennsgrove Chamber of Commerce. Mr. Stiles presented a resolution adopted by the Chamber of Commerce of Pennsgrove, approving of the completion of the Harding Highway.

Mr. Borton next called upon Mr. Jemes Sparks, Assistant County Counsel and President of the Salem Chamber of Commerce. Mr. Sparks spoke of the progress that would come to South Jersey and the relief to traffic which would occur if the Harding Highway was constructed. He advised that the construction of this road would give impetus to the construction of a South Jersey port at Salem and that the matter would be presented to the next congress when it went into session. He presented a resolution from the Salem Chamber of Commerce requesting the State Highway Commission to take over the Harding Highway as soon as practicable and complete the same with concrete.

Addresses were also made by Mr. William Richaner and former State Highway Engineer Wasser in behalf of the Harding Highway. Mr. Wasser specifically urged consideration in view of the fact that it was just as essential to open territory in South Jersey as in any other part of the State. Mr. John Weldon of the Salem County Board also spoke on this matter.

Westville-Millville Highway

The matter of the Westville-Millville Road as broached by Mr. Cattell was next discussed before the Commission by Mr. A. R. Kohler of the Board of Freeholders of Gloucester County, who urges consideration of this route by the Commission at the earliest date possible.

Chairman Scott inquired of Mr. Kohler as to which one of the routes suggested before the meeting, he would consider the Commission should take up for early action. He stated that in view of the fact that the Westville-Malage Road would accommodate the most people and has the most population along the line, that it should be earliest considered, and he also felt that fully one-third to one-half of the traffic on the White Horse Pike would take this road.

Mr. Howard Hitchner, Secretary of the Woodstown Chamber of Commerce, presented a resolution to the Commission, approving the Harding Highway, and asked early consideration for the same.

The Commission next considered the problems of Cumberland County and called upon Senator Reeves for a statement. Senator Reeves advised that there were a number of people who desired a hearing on Camden County road matters, and he called upon Mr. A. R. Slade of

Millville, New Jersey. Mr. Slade addressed the Commission and stated that he would urge the completion of the Westville Line to Millville, in order that traffic might reach Route 15.

Mr. John Horton, City Clerk of Millville, next spoke, representing a large organization of business men and business officials of Woodbury, asking for the completion of the Westville-Millville Road. He advised that at the present time there were a number of State Institutions in Vineland to which there would be furnished access in the event this was completed, and below Millville there is a State Prison Farm. He stated that this line would make a splendid relief road for the White Horse Pike which now taken considerable amount of travel bound for the southern part of the State.

Senator Reeves asked former Senator Sturgess of Gloucester County to make a statement. Mr. Sturgess spoke very highly of the projects for opening uo the territory in South Jersey, and urged especially the improvement of the road from Westville to Millville and also the Harding Highway because of the fact that these roads not only furnish the means for relief to the White Horse Pike, but at the same time provided highways for the greatest part of the population of South Jersey. He felt that the road from Glassboro to Millville and from Malaga to Downstown would relieve the White Horse Pike considerably.

The next one called upon was Mayor Courtright Smith of Wildwood, who stated that the City Counsel of Wildwood was favorable to the paving of the line from Westville to Millville because of the fact that it is only by connecting up Route 15 with the road in Gloucester and Salem, that Cape May County will be benefitted.

The next speaker was Mr. Samuel Leeds of Atlantic City, who expressed interest in the figures given of the growth of traffic on the Pennsgrove ferries. He also enlightened the Commission of the fact that the seacoast has an assessed valuation of $300,000,000, of which two-thirds is in Atlantic City, and he expressed favorable opinion as to any other routes which the State Highway Commission might designate through South Jersey as stimulating the progress of that section of the State. Senator Reeves thanked the State Highway Commission for the courtesy of the hearings and closed the Cumberland

County part of the program.

Cape May County and Lewes Ferry

The next matter given consideration by the Commission was that concerning the highway situation in Cape May County, and also the Cape May-Lewes Ferry. Senator Bright headed the delegation from Cape May County and acted as spokesman. He pointed out the fact that the County of Cape May has assessed values in excess of the counties of Cumberland and Salem and Gloucester, and was very close to that of the County of Burlington, and that the County of Cape May is practically Number 10 in the range of counties in the State of New Jersey. He outlined for the Commission the value of the shore resorts in Cape May County and their bearing upon the wealth and prosperity of the State as a whole, and he accredited any increase in wealth in Cape May County to the construction of good roads and he said that he would vote affirmatively on any other bond issue, even larger than that of the past, which would permit the building of additional highways connecting one part of the State with another. He stated that he felt that the $40,000,000 bond issue should be applied only to the State Highway System as existing in 1922, without taking into consideration the problems at Jersey City and Camden and on the shore routes, for which he felt additional money should be provided for. He also stated that for those additional routes which the Legislature had adopted during the 1923 session, additional funds should be provided. He asked that the Commission give consideration to the completion of Route 14 from Tuckahoe to Marshall's Corner, a distance of 7 1/4 miles.which will complete the Highway System through Cape May County up to the Atlantic County Line. He also informed the Commission that no work has as yet been done on the Cape May Section of Route 15, which he felt was just as essential as any other part of the County. He also stated that the section of Route 6, between Salem and Bridgeton should be completed as soon as possible in order that Route 15 might join up with these communities at some later time. Senator Bright stated that he was also interested in a bridge across from Somers Point to Beesley's Point, but inasmuch as this was of the secondary system, it should not be considered until funds are provided. He also requested that the Commission consider the Cape May-Lewes Ferry to relieve congestion over highway routes in this State. He stated that the Cape May-Lewes Ferry would open up the county of Cape May as part of a National Highway System, instead of it being the dead end part of New Jersey. He asked Mr. Leeds of Atlantic City to speak in behalf of the Cape May-Lewes Ferry.

Mr. Leeds addressed the Commission and stated that he was pleased to give his support to the movement for the completion of the Cape May-Lewes Ferry.

Mr. Luther C. Ogden next addressed the Commission on behalf of the Cape May-Lewes Ferry and stated that the matter was very vital to the welfare of his county. He explained with a map the method of travel which would be used by people coming up to New York and to Atlantic City from the south, which would be by way of the Cape May-Lewes Ferry. He stated that some years ago transportation was provided by ferry across this point and this could not survive in view of the fact that the corporation was not strong enough. He stated that he would provide information concerning this ferry operation if the Commissioners so desired.

Senator Bright next called upon Mr. Buzby of Atlantic City to make a statement. Mr. Buzby stated that he was in favor of any method by which the tourist traffic from the south could come to Atlantic City and to Cape May County.

Judge Eldridge was next called upon by Senator Bright and he stated that the people of Cape May are all in favor of the Delaware to New Jersey Ferry, and stated that he represented the Progressive League of Cape May, with a membership of 325 and all interested in the development of Cape May County. He stated that the very fact that at the present time there are delays of as high as two and three hours in crossing the ferry at Pennsgrove, it would indicate that there is room for additional ferry service in New Jersey .

The next speaker was Joseph Champion, Director of the Board of Freeholders of Cape May County, who also explained the value of the construction of Cape May-Lewes Ferry and the completion of Route 14. in the County of Cape May.

An address was made by Hon. Robert J. Kay. Hr urged the completion of Route 14 and Route 15 in Cape May County, in view of the fact that Cape May County has not urged too great expenditure by the State in the County, and any of the roadways placed in the county were of great assistance in relieving traffic generally throughout the State.

County Engineer C. Fendall Smith also addressed the meeting in favor of the Cape May-Lewes Ferry project. He urged the State Highway Commission to relieve the County of Cape May from the maintenance cost on Route 15, which was costing the county between $500.00 and $2500 per mile to maintain.

Chairman Scott called the attention of the CapeMay delegation to the fact that the State Highway Commission had appointed a Committee of its membership, together with the State Highway Engineer, to study the situation in Cape May County covering the Cape May-Lewes Ferry, and this Committee would be very glad to receive any facts concerning the Cape May-Lewes Ferry situation, and he requested from Senator Bright which route of all those discussed before the Commission in the various counties for the relief of traffic, would be most desirable from his viewpoint. Senator Bright stated that he, of course, was more particularly favorable to Cape May County, and he felt that as far as the question of completing the Highway System in Cape May as against the completion of the Cape May-Lewes Ferry is concerned, he would favor the completion of the Ferry first.

Chairman Scott also called attention to the fact that under the law the State of New Jersey cannot proceed with an Inter-State proposition such as this would be without a fifty-fifty arrangement on the part of Delaware, ~~which~~ and it was understood that that state had only authorized the expenditure of $30,000.00 up to this time. He also stated that the Highway Commission felt that it was primarily a road building board and not an operating board for steamship lines, and he inquired whether it would be agreeable to the people of this State if the Highway Commission would build the docks and approaches and necessary buildings on the New Jersey end and Delaware upon its end, and leave the navigating to some company to which the privilege might be leased.

Senator Bright stated that this would be a matter for decision at a later date, and that he did not believe that the Highway Commission was an operating board, although the Palisades Inter-State Park Commission owns and controls the operation of steamboat lines on the Hudson River. He further stated that he did not believe the people would object if the State of New Jersey saw fit to allow a private individual to handle the ferry boat control, except that some supervision should be carried by the State as to the rate of fare which should be charged motorists and passengers using the ferry. Chairman Scott stated that the matter would be carefully looked into, and that a conference would be held with the State of Delaware.

Commissioner Stewart made a request that Mr. Ogden get all the facts in connection with the former operation of ferries on this location and send same to the Special Committee in order that some idea might be gained as to the type of boats operated at that time.

Commissioner Jelin inquired as to whether any investigations had been made concerning approaches and roads in the State of Delaware. Senator Bright advised that he understood that the State of Delaware had commenced the building of a road to Lewes.

New Routes

The next speaker was Mr. O. E. Eckland of the South Jersey Automobile and Good Roads Association, who stated that he appeared to direct the attention to the expenditure necessary for the reconstruction of the Buena-Tuckahoe Section of Route 15, this road being a straight strip of 15 miles. The completion of this section, he stated, would save from 8 to 10 miles of the journey from Buena to Tuckahoe by way of Mays Landing, and would make a direct shortened route from Camden to the South Jersey resorts, such as Sea Isle City and Cape May. He presented his arguments in writing and the Chairman requested that the same be received and placed on file for consideration.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission recessed for luncheon at 2:00 P.M. to meet in regular session again at 3:00 P.M. The meeting was resumed again at 3:00 P.M. as agreed with the same members present as at the morning session.

New Routes

Mr. Frank Fisher appeared before the Commission and presented a plan representing the Automobile Club of Atlantic City, which he said was the beginning of the Good Roads Association of New Jersey. He called attention to a route which would relieve the White Horse Pike, which would take traffic direct to the south from Camden to Tuckahoe, and the construction of the twelve miles of road would furnish all relief needed at this time.

Salem County-General

The Commission next considered the question of county requirements in Salem County and Mr. Keasbey, County Engineer, advised that the county was very desirous of the completion of the road from Clinton to Marlboro to Bridgeton, and also the Harding Highway. He further inquired as to the reason for the Fenwick Creek Bridge not being lighted by the State. Chairman Scott advised that the recommendation of the State Highway Engineer in this connection was that no lights be placed on this bridge in view of the fact that there were street lamps all around and on the bridge and also in view of the fact that if a precedent were established by placing lights on this bridge, there were hundreds of bridges throughout the State on which the State would have to provide lights. Mr. Keasbey also requested that the Commission consider granting State Aid on the Carll's Corner road between Bridgeton and Vineland which the county proposed to complete this year with county funds.

The delegation from Cumberland and Cape May Counties advised that they would submit their county problems in writing to the Commission.

Commissioner Kidde requested that all the displays used in connection with the Good Roads Association Convention held at Atlantic City, together with charts, be arranged in form in order that they might be used for reference by the State Highway Commission.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission meeting adjourned at 4:00 P.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

DEC 11 1923

MINUTES OF MEETING - December 11, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, December 11, 1923. The meeting was called to order at 11:00 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Commissioner Kidde reported having read the minutes of the meeting of November 13th and moved that the same be approved as mailed to each member of the Commission. This was seconded Mr. Mr. Jelin and adopted.

Middlesex County Hearing

The Secretary reported that a hearing had been requested by the Middlesex County Board of Freeholders with reference to Motor Vehicle apportionment for 1924. There appeared Freeholders Haight, Quackenbush, Vandenberge and Dr. Beloff. Mr. Haight advised that the County of Middlesex was preparing its budget for 1924 and was desirous of ascertaining the amount of Motor Vehicle apportionment which would be allotted to Middlesex County for 1924. The Chairman informed the delegation that the Commission intended taking up the matter of the apportionment of Motor Vehicle funds at the afternoon session of this day's meeting, and that the county would be informed of the action taken. State Highway Engineer Sloan, in view of the appearance of the Freeholders of Middlesex County, directed attention of the Commission to a report from Assistant State Highway Engineer Reed, advising that the sum of $19,916.40 has not yet been paid Middlesex County on its 1923 Motor Vehicle Schedule, due to the fact that he feels that the work has not been done in a satisfactory manner and for this reason has not been recommended for payment. Assistant State Highway Engineer Reed had also reported that the method employed by Middlesex County in taking care of its maintained work was not a satisfactory one, since each Freeholder was responsible for the roads in his particular territory while the County Supervisor of Roads was not held strictly accountable for the maintenance in the county. He recommended that the Supervisor be placed in complete charge of all county maintenance work. Mr. Haight informed the Commission that he had been advised by Assistant State Highway Reed that the County Officials would be invited to accompany Mr. Reed to

Bergen County in view of the results obtained there under the County Supervisor of Roads with the type of road and traffic similar to that in Middlesex County. Commissioner Kidde advised the Freeholders that this ~~was a very good idea~~ and that the State Highway Commission considered Bergen County the "Blue Ribbon" county of the state as regards the maintenance of county highways.

Road to Institution

Mr. Vanderberge asked that the Commission take over for Maintenance the road leading to the State Home in Jamesburg, this road being one mile in length and built at the county expense. Following the departure of the Middlesex County Freeholders, the Commission entered into a discussion as to the payment to Middlesex County of the $19,916.40 on work which they claimed complete in accordance with the schedule and vouchers submitted. Assistant State Highway Engineer Reed advised that while the work may have been done, there was not the proper organization in the county to do the work economically or efficiently, nor had the proper results been obtained upon money expended up to this time. After further discussion, Commissioner Kidde moved that Assistant State Highway Engineer Reed and Commissioner Jelin appear before the Board of Freeholders of Middlesex County, and offer the following suggestions to them from the State Highway Commission:

First, that the State Highway Commission would urge the Board of Chosen Freeholders to concentrate the responsibility for its road maintenance in a Supervisor who would have complete charge of the work for 1924.

Second, that the State Highway Commission ~~shall~~ will insist upon certain of the poorly repaired roads being put in good shape, the State Highway Commission will with its own forces, if satisfactory to the county, do such maintenance work as is necessary and charge the maintenance cost against the balance due the county. This was seconded by Mr. Stewart and adopted.

Cape May-Lewes Ferry

Special Committee Appointment

The Secretary informed the Commission that Chairman Scott had appointed as a Committee with the State Highway Engineer, for the investigation of the Cape May-Lewes Ferry, Commissioner Kidde and Commissioner

Jelin, and he presented this information to the Commission at this time in order that the names might go into the records.

Hunterdon County Request

The Secretary presented to the Commission a communication from the Hunterdon County Board of Freeholders, requesting a hearing before the State Highway Commission on Hunterdon County Road matters. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission authorized a hearing to be granted to Hunterdon County at its next meeting.

Route 12, Section 2.

The Secretary presented a communication from Albert J. King, Esq. representing the Oak Ridge Construction Company, contractors on Route 12, Section 2, Morris County, requesting a hearing before the State Highway Commission, with reference to final payment on the contract. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary notify Mr. King that the Commission has already placed itself on record concerning this work and will stand upon the action as taken.

Route 17 - Taking Over

The Secretary presented to the Commission a communication from the Board of Chosen Freeholders of Bergen County, together with a transcript of the hearing taken at Hackensack on December 3d, on the matter of the taking over of Route 17 from Newark to the New York State Line. The communication urged the State Highway Commission to take over Route 17 as soon as possible in order that the county may be relieved of the high maintenance cost as applied on this road, and requesting that the county be informed of the State Highway Commission's action before preparing its budget for next year's road maintenance. Commissioner Kidde stated that he felt that the Commission had committed itself to a promise to take over Route 17 in Bergen County, although there was no commitment as to the line through East Rutherford and Rutherford, where there was some question between the municipalities. Commissioner Stewart raised the question as to whether or not any action in taking over a new route at this time would not be giving preference to one county over another. Commissioner Jelin stated that Route 17 was the only route officially approved by the Governor at the last session of the Legislature, all others having been passed over the Governor's veto, and from the great amount of travel that was present on Route 17, the State Highway Commission was duty-bound to take over all or a section of the said route. After further discussion, Commissioner Kidde moved the adoption of the following resolution:

WHEREAS, under Chapter 5 of the Laws of 1923, there was defined State Highway Route 17, from Newark by way of Kearney, Rutherford, Hackensack, Ridgewood and Ramsey to the New York State Line, and

WHEREAS, there was held a public hearing on December 3d, 1923, in accordance with the law thereunto appertaining, preliminary to the taking over the said route, or part thereof, as a State Highway.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the State Highway Commission does hereby take over for [illegible] ~~further~~ Maintenance, effective January 1, 1924, that portion of State Highway Route 17 from the northerly limits of the City of Hackensack to the New York State Line, at or near Suffern, in accordance with the provisions of Section 3, Chapter 14, Laws of 1917.

This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the County of Bergen be notified of the action taken in the taking over of a portion of State Highway Route 17, and that they be advised that the State Highway Commission is studying the remaining section southerly from Hackensack to the Essex County Line as to its alignment before taking any action thereon. X

Route 17-Taking Over

The Secretary presented a resolution from the Town of Kearney, New Jersey, objecting to the proposed line for Route 17, through Kearney. On motion duly seconded, the communication was ordered received and the Secretary was directed to notify the Town of Kearney that the Commission is still considering the alignment southerly from the Town of Hackensack on Route 17.

Route 20, West Berlin-Haddonfield

The Secretary presented a communication from former Senator Jos. F. Wallworth of Camden County, requesting the Commission to give consideration to the improvement on Route 20 from West Berlin to Haddonfield and to the Delaware River Bridge. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and Senator Wallworth be informed that the State Highway Commission is now studying the entire matter of additional State Highway routes, and when Route 20 is taken up for consideration, the Commission will be very glad to meet with Senator Wallworth and go over the situation.

Robbinsville-Crosswicks Creek Road

The Secretary presented a communication from the Mercer County Board of Freeholders, forwarding a resolution requesting aid from the State on the Robbinsville-Crosswicks Creek Road as a connecting link between Route 1 and 2, without passing through the City of Trenton. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be received and the county be informed that the State Highway Commission at the present time has no funds from which this work might be done and regretted that this condition existed.

Attorney General's Opinion on Additional Routes

The Secretary presented an opinion from the Attorney General advising that he sees no objection to the State Highway Commission constructing an additional route as a State Highway between intermediate points as designated for any particular section, as defined in the Statute. Commissioner Stewart questioned the Secretary as to whether the Attorney General was aware of the proposed line between Perth Amboy and Asbury Park, and whether it was clearly presented to the Attorney General that this proposition would construct two complete highways between two points on the State Highway System. The Secretary informed the Commission that he had himself presented to the Attorney General's Department, maps covering the work of the Advisory Board on Shore Route traffic and he had personally explained the conditions to the Attorney General and that the entire project was before the Attorney General at the time his opinion was written. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Opinion of the Attorney General be received and spread in full upon the minutes.

DEC 11 1923

November 7, 1923.

Hon. Thomas F. McCran,
Attorney-General,
State House,
Trenton, N. J.

Dear Mr. McCran:

I am directed by the State Highway Commission to respectfully request your opinion as to whether the State Highway Commission may construct highways for two lines of traffic touch the intermediate points as called for in the legislation defining the routes.

Your opinion as to this matter is desired on account of the fact that the traffic congestion on many of the highways is becoming a very serious question, necessitating a division of the same at many points.

Shall you desire information as to the specific points in question, I will be very glad to come to your office and discuss the matter in more detail.

Very truly yours,

A. Lee Grover,

Secretary.

Trenton, N.J.,November 28, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

Dear Mr. Grover:

I am replying to your letter of recent date, in which you ask to be advised as to whether the State Highway Commission may construct highways for two lines of traffic to comprise a single highway where the two lines of traffic touch the intermediate points as called for in the legislation defining the routes.

The Legislature has provided in section 1 of Chapter 14, with its various amendments, that the Commission may lay out, open, and improve new roads over acquired rights of way, and may also lay out routes in continuation of, connecting with, or in addition to the routes specified in the section.

I, therefore, see no objection to your Commission constructing an additional route as a State Highway between intermediate points as designated for any particular section as defined in the statute.

Very truly yours,

Thomas F. McCran,

Attorney-General.

Commissioner Kidde stated that in view of the opinion received from the Attorney General, the Commission should take steps to complete the necessary engineering work on the Shore Route report of the Advisory Board, and he moved that in the matter of the report of the Advisory Board covering Shore Routes, that the State Highway Engineer be authorized to proceed with the necessary preliminary surveys and preparation of construction plans, the same to be presented to the State Highway Commission in order that steps might be taken to complete the work. This was seconded by Mr. Stewart and adopted.

Proposed Extension-Route 1

Commissioner Kidde inquired as to whether it would be possible for the engineering forces to be organized to undertake the engineering duties in connection with the proposed extension of Route 1 from Elizabeth through Newark and Jersey City. Commissioner Stewart voiced the opinion that before anything was done relative to the Vehicular Tunnel routes that all legal phases of the matter be clearly defined by the Attorney General and he moved that the State Highway Commission request an opinion from the Attorney General in view of the fact that the passage of Chapter 199 of the Laws of 1923, leaves the Commission in doubt as to whether it is authorized to construct a highway from Jersey City to Elizabeth, and further the State Highway Commission desires information as to whether the $40,000,000 is available for the purpose of constructing such a highway. This was seconded by Mr. Kidde and adopted. In further reference to the above resolution, Commissioner Stewart directed that the Secretary present the Attorney General with a map of the proposed route as outlined by the Vehicular Tunnel Advisory Board.

Route 11, Main St., Clifton

The Secretary presented a communication from Hon. Wm. V. Negus, Assemblyman from Passaic County, regarding the surface pavement on Route 11, Main Street, Clifton, stating that while it may be wisdom to seek a cheaper price for the work, that this part of Clifton is the actual retail center of the City and store-keepers are facing ruin because of their inaccessibility to traffic. The State Highway Commission expressed the feeling that Mr. Negus was right in his contention that the storekeepers were being embarrassed by the long delay, but they did not feel that the delay could be placed at the doore of the State Highway Commission. After discussion, Commissioner Stewart moved that a communication be forwarded to Assemblyman Negus, a copy to be transmitted to the Paterson Evening News, which had requested a statement from the State Highway Commission, advising that from the records of the State Highway Commission, this matter was first taken up when the contract was presented by Passaic County for approval by the Commission, at which time the State Highway Commission was determined to reject all bids and direct the County to readvertise the work. The suggestion was made at the time by the State Highway Engineer that if the County was willing to proceed with the construction of the base, the Commission may consider the approval of the base construction, leaving the surface pavement to be considered after readvertisement in the spring. Approval of the plan was expressed by the County Board of Freeholders and it was on this basis that the State Highway Commission permitted the work to proceed on the base, it being their feeling that the objection to the contract was the high charge for asphalt pavement, similar work having been performed in other counties at a price of between $1.35 and $1.70 per square yard, while the price indicated in this contract was $2.07 per square yard. There was no further discussion on the matter of the contract for Main Street until the next meeting of the Commission, when a delegation from the Board of Freeholders of Passaic County appeared with a claim for the paving of one-half the street on which the concrete base had been installed. The State Highway Commission suggested to the Board of Freeholders that if it was deemed essential to complete this work at the present time that an emergency be declared and emergency bids advertised for the said asphalt pavement. Up to this time no word has yet been received from the County Board of Freeholders on the matter and the State Highway Commission, while expressing regret at the inconvenience and loss caused, feels that any such cannot possibly be laid at the door of the State Highway Commission, since they are prepared at any time to approve a price for the surface pavement on this section of road which is reasonable and in accord with the prices prevailing this year throughout the State. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned for luncheon at 1:00 P.M. to meet in regular session again at 2:00 P.M. The Commission reconvened at 2:00 P.M. as agreed, with the same members present as at the morning session.

Route 4, Grade Crossing Elimination

The Secretary presented a communication from the Kiwanis Club of New Brunswick, urging the elimination of the grade crossing at Morgan on Route 4. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and the Secretary was directed to notify the Kiwanis Club of New Brunswick that the elimination of the Morgan Grade Crossing is one of the matters already under consideration by the State Highway Commission.

Route 5, Madison-Chatham

The Secretary presented a communication from Joseph M. Tuttle, Esq. offering a suggestion for remedying the dangerous condition of the road between the trolley tracks from Madison to Chatham on Route 5 in Morris County. The suggestion was offered that one of the Inspectors of the State Highway Commission ask the Judge, under whose jurisdiction the receiver for the trolley company on this road acts, to ride over this portion and ascertain for himself the dangerous conditions existing in order that he might authorize and direct the repair and to apply for the issuance of receivers certificates in sufficient amount to make enough repairs to the most dangerous spots. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that a copy of the same, together with a letter of transmittal be forwarded to the Judge having jurisdiction over the bankrupt Morris County Traction Company, through Madison and Chatham.

A. G. A. Signs

The Secretary presented a communication from the Pennsylvania Railroad, requesting removal of A. G. A. sign on Route 14 near the Wildwood Junction Station, which conflicts with a newly installed automatic signal of the company. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and referred to the Public Utility Commissioners with the request that the matter be investigated, and orders be issued to the State Highway Commission for such changes as the Public Utility Commission might direct.

Flemington-Clinton Road ✓

The Secretary presented a communication from Mr. F. H. C. Pfeiffer of Middle Valley, N.J., suggesting the adoption of a direct route from Flemington to Clinton. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to notify Mr. Pfeiffer that the road in question is under county jurisdiction and not part of the State Highway System.

Cedar Bonnet Bridge

The Secretary presented a communication from the Sherzer Rolling Lift Bridge Company, requesting consideration of its designs for the construction of Cedar Bonnet Bridge over Manahawken Bay. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary notify the Sherzer Rolling Lift Bridge Company that the matter of the type of construction for the Cedar Bonnet Bridge had only recently been determined upon receipt of competitive bids held and that the work is not advertsied for construction.

Amboy Bridge-New

The Secretary presented to the Commission an opinion from Assistant Attorney-General Newcorn on the matter of the award of contract for the new Amboy Bridge, Federal Aid Project #20, in which opinion Judge Newcorn advised that the State Highway Commission had the necessary authority for the award on the basis of the low bid price submitted on the blue print of the State Highway Engineer, and that the State Highway Commission was authorized to place such sidewalks on the bridge as were necessary for the convenience of pedestrians over the bridge. State Highway Engineer Sloan informed the Commission that he had recommended at the last meeting of the Commission that award of contract be made to the low bidder, Stillman-Delehanty-Ferris Company of Jersey City, at their's the lowest bid of $3,702,921.97. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the opinion of the Attorney General, together with the request for the same be written as part of the minutes of this meeting.

December 10, 1923.

Mr. Thomas F. McCran,
Attorney General, State of New Jersey,
Trenton, New Jersey.

My dear Mr. McCran:

I am directed by the State Highway Commission to respectfully request your opinion as to the following questions in reference to the matter of the award of contract for the construction of the new bridge over the Raritan River, between Perth Amboy and South Amboy.

1. Bids were received for the construction of this bridge on the 27th day of November, 1923. There were three bids received. The first item on which bidders submitted figures in each case was a lump sum price for the clearing of the site, and there is submitted herewith blue print of tabulation showing the various bids received. In the case of the low bidder, Stillman-Delehanty-Ferris Company, the price bid for

the first item as stated in numerals was $40,973.00, whereas the written words covering this same amount read $4,973.00. Whichever amount is used covering this first item in the Stillman-Delehanty-Ferris Company's bid, their bid is still the lowest of those received. Your opinion is requested as to whether the State Highway Commission may accept the bid of Stillman-Delehanty-Ferris Company, in view of the discrepancy above stated, and in the event of their accepting said bid, whether the written words or the numerals shall govern, as to the amount to be paid for this item of work.

2. The plans and specifications prepared covering the work to be done in the construction of the Perth Amboy bridge, provide for the construction of sidewalks. There is submitted herewith plans of the bridge, showing the details of such construction and also photographs and a sketch showing the sidewalks leading up to the present Perth Amboy bridge.

On the present Perth Amboy Bridge structure property there are no sidewalks, but as shown by the photographs, sidewalks do exist on the streets leading up to the bridge, to a point immediately adjacent to the beginning of the bridge. The areas designated as sidewalks operate not only to provide a way for pedestrian traffic, but also are used for the carrying of ducts, which carry the electric wires and cables used for operating and lighting the bridge, and the curb and rail in connection with same serve as a buffer which protects vehicular traffic from running into the rail of the bridge and into the river. Likewise, the presence of this area which is designated as sidewalk, by affording a space for pedestrian travel, removes such travel from the space devoted to the vehicular travel, which permits a greater capacity for vehicular travel, than would otherwise obtain, it being a fact that if such pedestrian travel were not taken care of on sidewalk area, the area given over to vehicular travel would have to be made wider. In the above reasons, consideration has not been given to the further important consideration of the great danger to both pedestrian and vehicular traffic, if the same are permitted to occupy the same area. Attention is called to the fact that the whole of the structure, both driveway and sidewalk area, are on state property, and that the construction of such sidewalks would in no way enhance the value of any private abutting property. The bridge, affording as it does the only means of communication between comparatively large centers of population, and being on a direct through route of a heavily travelled State Highway, there is bound to be in addition to the heavy vehicular travel, a very considerable travel by pedestrians and provision for them would seem to be an essential consideration.

In view of all the above considerations, the Commission feel that the sidewalks should be incorporated in the construction of this bridge. The plans as prepared are practically identical with those approved by the previous State Highway Commission, which would indicate that their opinion in the matter was the same.

It is now requested that you advise this Commission as to whether or not a contract can be let for the construction of this bridge under the plans and specifications as now drawn and under the bids which have been received for the construction thereof.

Very truly yours,

A. Lee Grover,

Secretary.

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Trenton, N. J., Dec. 11, 1923.

Mr. A. Lee Grover,
Secretary, State Highway Commission,
Broad Street Bank Bldg.,
Trenton, N. J.

Dear Sir:

This is to acknowledge receipt of your letter of the 10th instant, submitting to this Department two questions in re the award of the contract for the construction of the new bridge over the Raritan River between Perth Amboy and South Amboy, the first being whether the State Highway Commission may accept the bid of Stillman-Delehanty-Ferris Company, in view of the discrepancy in the price bid for the first item, to wit, a lump sum price for the clearing of the site, which bid, in numerals was $40,973.00, and the written words covering the same item reading at length $4,973.00, and in the event of their accepting said bid, whether the written words or the numerals shall govern as to the amount to be paid for this item of work.

The second question submitted for an opinion sets forth that the plans and specifications prepared covering the work to be done in the construction of the Perth Amboy Bridge, provide for the construction of sidewalks, and you request advice as to whether or not a contract can be let for the construction of this bridge under the plans and specifications as now drawn, and under the bids which have been received for the construction thereof (sidewalks).

1. Replying to the first query, I desire to state that if the bid of the Stillman-Delehanty and Ferris Company is the lowest price bid for the entire work over all other bidders, using the item of $40,973.00 for the work of the first item as expressed in the numerals, it is unnecessary to readvertise for bids, as none of the other contractors who submitted bids would be affected by the error contained in the Stillman-Delehanty and Ferris Company bid, and the disposition of the matter simply lies between the State Highway Commission and the successful bidder.

2. The rule of construction of contracts is that where there is a discrepancy between the written statement of an amount and the numerals, the written statement controls. Therefore, if the Stillman-Delehanty and Ferris Company accepted the bid, the written words set forth in their estimate would control.

Replying to the second query submitted as to the right of the State Highway Commission to award the contract upon the plans and specifications proposed, which contemplate the construction of sidewalks on the bridge proper, I desire to state that no authority vests in the State Highway Commission for the construction of sidewalks upon any highway, which sidewalks are contiguous to the property of private owners. The State has delegated, by a special provision, to the municipalities the right to compel private property owners to lay sidewalks adjacent to their properties.

Chapter 14 of the Laws of 1917 defines what constitutes a highway, as being any public right of way, whether opened or improved or not, including all existing factors of improvements, and the State Highway System is defined as all highways included in the routes set forth in the Act and others added thereto, including all bridges, culverts, and such necessary gutters and guard rails along the route thereof.

Chapter 15 of the Laws of 1917 vests in the Commission certain powers, none of which, however, refer to the laying of sidewalks. Section 12, however, does say "to do and perform whatever may be necessary or desirable to effectuate the object and purposes of this Act", and that the powers are to be liberally construed.

The bridge in question as laid out, contemplates the use of the same by vehicles and pedestrians. There is no limitation in the Act itself as to how the bridge shall be constructed. Therefore, it would be within the power of the Highway Commission, in the interests of the safety of the users of the bridge, when constructed, to segregate the pedestrians from the vehicular traffic. This might be done by laying sidewalks. It might be done by the construction of a viaduct over the bridge, which would permit the use of one tier by vehicular traffic and the other by pedestrians.

I am, therefore, of the opinion that the State Highway Commission is within its rights in awarding the contract according to the plans and specifications submitted, which provide for the construction of sidewalks upon the bridge proper. This power, however, is not to be construed as conferring power upon the State Highway Commission to lay sidewalks along highways other than bridge.

Very truly yours,

William Newcorn,

Ass't. Attorney General.

Commissioner Kidde, therefore, moved the adoption of the following resolution:

> BE IT RESOLVED, that the State Highway Commissior does hereby make award of contract for the construction of the Amboy Bridge-New, Federal Aid Project #20, to Stillman-Delehanty-Ferris Company of Jersey City, New Jersey, at their's the lowest bid submitted, amounting to $3,702,921.97, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the check of the second low bidder on this work be returned with the thanks of the Commission for courtesies extended.

Chairman Scott advised the Commission that upon special call it was necessary for him to go to Washington at this time and he left the meeting. Commissioner Kidde moved that Commissioner Stewart act as temporary Chairman. This was seconded by Mr. Jelin and adopted.

1924 Motor Vehicle Funds

Commissioner Kidde moved that the Commission give consideration to the apportionment of Motor Vehicle funds for the year 1924, to the several counties of the State, and he stated that he believed in view of the changes of several county road mileages which would rearrange the amounts allotted last year, it was his feeling that the Commission should not apportion to any county any sum that is not equal to or above the amount given during 1923, and he suggested that apportionments be made on the basis of allotting $2,600,000. After discussion as to the methods arrived at in the apportionment to the counties which was explained by Assistant State Highway Engineer Reed as being the average percentage of the population, area of the county and the county road mileage, Commissioner Kidde moved that the State Highway Commission approve the apportionment of $2,600,000 from Motor Vehicle Funds for the year 1924, to the several counties of the State for distribution, to be made on the basis of a schedule of percentages as presented to the State Highway Commission: said counties to be officially informed of the apportionment as made, said apportionment in each case to be made subject to such schedules and contracts as the State Highway Commission may later approve, and a part of said apportionment of each county to be used for the provision of proper cautionary and directionary signs throughout each county to a total of $2000.00, individual apportionment to each county being as follows:

County	Average	Apportionment Based on $2,600,000.00
Atlantic	5.061	131,586.00
Bergen	6.003	156,078.00
Burlington	6.646	172,796.00
Camden	4.181	108,706.00
Cape May	3.323	36,398.00
Cumberland	4.750	123,500.00
Essex	9.129	237,354.00
Gloucester	3.189	82,914.00
Hudson	7.422	192,972.00
Hunterdon	2.827	73,502.00
Mercer	4.351	113,126.00
Middlesex	5.725	148,590.00
Monmouth	5.787	150,462.00
Morris	5.004	130,104.00
Ocean	4.907	127,582.00
Passaic	5.686	147,836.00
Salem	3.405	88,530.00
Somerset	2.759	71,734.00
Sussex	3.725	96,850.00
Union	3.329	86,554.00
Warren	2.801	72,826.00
	100.000	2,600,000.00

This was seconded by Mr. Jelin and adopted.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 5, Section 12

State Highway Engineer Sloan reported receipt of the following bids for the construction of Route 5, Section 12, Netcong-Canal Culvert Section, the low bid being by Crilly and Cannon Construction Company of Phillipsburg, N.J. at 92.18% of the Engineer's estimate and he recommended that the State Highway Commission authorize award of contract to the second low bidder, Salmon Brothers Company of Netcong, N. J.

Crilly & Cannon	92.18%
Salmon Bros	92.7
Graham VanKeuren	94.0
New Jersey Const. Co	97.9
Newark Paving Co	97.9
Charles T. Kavanaugh	97.97
Ralph Sangiovanni	98.0
Public Service Production Co	98.9
S. S. Thompson & Co	101.9
J. F. Chapman & Son	102.3

The Secretary reported that Mr. Brady, representing the firm of Crilly & Cannon Construction Company, was present and desired a hearing. On motion duly seconded, the hearing was granted. Mr. Brady appeared and requested consideration for the bid presented from his company. Chairman Stewart informed Mr. Brady that the Commission objected to the award of contract to his company for the fact that the financial statement of the company made a very poor showing with respect to the award of a contract from the State of such a magnitude. Mr. Brady advised that his corporation had completed work for the State Highway Department on two section of road and that he stood ready to furnish additional capital to the amount of $20,000.00 and a statement from a reputable bank that an additional $25,000.00 would be loaned to the company for its use in carrying out this contract. After the statements of Mr. Brady and further questions of the Commissioners on his financial standing, the Commission went into executive session and when the meeting was again resumed, informed Mr. Brady that the matter would be laid over for one week and taken up at the next meeting of the Commission, the Commission not yet being satisfied as to the financial standing of his company.

Route 16, Section 6-A

State Highway Engineer Sloan reported the receipt of the following bids for the construction of Route 16, Section 6-A, Bernardsville-Passaic River Section, and recommended award of contract to Daniel Klockner, Jr., at his the lowest bid submitted, amounting to 95.9% of the Engineer's estimate.

Daniel Klockner, Jr.	95.9%
Charles T. Kavanagh	96.8
New Jersey Construction Co	97.5
C. H. Winans	97.78
Ralph Sangiovanni	98.9
J. F. Chapman & Son	102.0
John W. Heller	104.7
Public Service Production Co	104.0

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resoltuion:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 16, Section 6-A, Bernardsville-Passaic River, to Daniel Klockner, Jr. of Trenton, N.J., at his, the lowest bid received of 95.9% of the Engineer's estimate, amounting to $167,237.66, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 10, Saddle River Bridge

State Highway Engineer Sloan reported the receipt of the following bids for the construction of Saddle River Bridge at M. P. 2.9 on Route #10, the lowest bidder being Hennessey & Sowell of Hightstown, N.J. at $28,356.00.

P. A. Hennessey & Sowell	$28,356.00
B. H. Card	32,929.00
F. W. Schwiers Jr. Co	42,490.00
Arnolt-More, Inc	44,600.00
Tuller Construction Co	44,980.00
Linde & Griffith	46,000.00

State Highway Engineer Sloan recommended that all bids on this work be rejected and that readvertisement take place in the early part of next year. The Secretary informed the Commission that Mr. Sowell was present and desired a hearing with reference to this contract. On motion, duly seconded, a hearing was granted. Mr. Sowell appeared and informed the Commission that his company stood ready, if the Commission saw fit to award the contract to his company, to complete the same. He then advised that a mistake had been made in calculating the steel figures, although this did not account for the difference between his bid and the Engineer's estimate, his bid being $28,356, and the Engineer's estimate being $38,895. Mr. Sowell advised that he was a partner of Mr. Hennessy, newly formed for the conduct of this work. After further discussion and questioning, Mr. Kidde moved that all bids for the construction of the Saddle River Bridge on Route 10 be rejec ted at this time, and that readvertisement of this work take place early in the year 1924. This was seconded by Mr. Jelin and adopted.

Cedar Bonnet Bridge Bids ✓

State Highway Engineer Sloan presented the following bids received for the construction of the Cedar Bonnet Bridge over Manahawken Bay, Ocean County, and recommended that all bids be readvertised, due to the high price on the work, and he recommended that bids be received again early in the spring of 1924.

Krellwitz Contracting Co...........	116.9 %
Louis J. Sieling...................	117.3 %
S. S. Thompson & Co. Inc...........	124.75%

The Secretary advised that Mr. Krellwitz, low bidder on this work, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Krellwitz appeared before the Commission and advised that he felt that the Commission should award the contract to him in view of the fact that the prices submitted by the Engineer as his estimates were very low. He presented for the Commission's consideration, quotations from steel companies covering the items required for this work, and stated that he believed his price to be a fair one. He informed the Commission that he is now completing the construction of a sewer in North Bergen Township, which will amount to approximately $150,000.00. After further discussion and inquiry from Mr. Kidde concerning his prices, Commissioner Jelin moved that the matter be laid over for one week for further consideration. This was seconded by Mr. Kidde and adopted.

Hadfield-Penfield Graders

The State Highway Engineer presented to the Commission for its approval a recommendation from the Superintendent of Plant & Equipment of two Hadfield-Penfield graders, equipped with Fordson tractors complete to be used for snow removal and maintenance work, at an estimated cost of $1,500.00 each. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of two Hadfield-Penfield graders, as recommended by the State Highway Engineer.

Route 4, Inland Waterway Intersection

State Highway Engineer Sloan reported to the Commission that it was very necessary in the progress of work on Route 4, to ascertain from the Board of Commerce & Navigation as to its intentions and contemplated improvement at the point where the Inland Waterway is crossed by State Highway Route 4. On motion by Mr. Kidde, seconded by Mr. Jelin the State Highway Commission authorized a request to be made of the Board of Commerce & Navigation to ascertain what it has in contemplation at the intersection of Route 4 with the Inland Waterway.

Atlantic City Conference

Commissioner Kidde made the request that a copy of all the photographs and statistics compiled for use at the Atlantic City Conference, held on December 7th and 8th, be mounted and presented to each Commissioner for their personal use and study.

Employments

State Highway Engineer Sloan presented to the Commission for its approval a report of employments as made by him since the last meeting of the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the following employments as recommended by the State Highway Engineer:

Dec. 1, 1923	Wm. Baldwin	M. T. D.	$ .45 hr.
" 4, "	Robert Hyer	Gar.Asst.	.40
" 3, "	Albert E. Tranter	Mechanic	.55
" 3, "	Wm. E. Killy	Gar. Asst.	.50
" 4, "	Isaac Wisotsky	Chauffeur	.45
" 4, "	John Ferris, Jr.	Mechanic	.60
" 1, "	Elmer E. Cites	M. T. D.	.45
" 10, "	Leo McCue	Mechanic	.60

Extension of Time-Barnegat-Buddtown Rd.

State Highway Engineer Sloan resubmitted to the Commission the request for an extension of time on Barnegat-Buddtown Road, Section 2, Ocean County State Aid, to August 29, 1923, in order to complete the records. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the extension of time on Barnegat-Buddtown Road, Section 2, Ocean County, State Aid, to August 29, 1923.

Commissioner Jelin informed the members of the Board that it was necessary for him to keep an appointment with the Comptroller regarding Motor Equipment, and left the meeting at four o'clock. There being but two members remaining, no official action could be taken, but Commissioner Kidde offered for the attention of the State Highway Engineer, a communication which he had received from the Robert W. Hunt Company of New York, requesting consideration as Inspectors on structural steel for the Perth Amboy Bridge, and he requested the State Highway Engineer to prepare a report as to services being rendered on present inspection with a view toward ascertaining what action the Commission will take with reference to the inspection of steel for the new Amboy Bridge.

Annual Report ✓

Commissioner Kidde also called the attention of the State Highway Engineer to the fact that it is very important that the Annual Report of the Commission to be presented to the Legislature, be outlined at this time in order that it may be brought to a close and printed before the legislative session. State Highway Engineer Sloan reported that preliminary work was already under way on the report, and that the material would be arranged in the nature of a report from the Division Engineers to him, and his report to the State Highway Commission.

Route 5, Speedwell Avenue ✓

Commissioner Kidde suggested to the State Highway Engineer that arrangements be made for estimates to be presented to the Commission as to the cost of repairing with stone ballast, Route 5, through Speedwell Avenue, Morristown, as soon as the pavement work was accepted from the contractor.

The meeting was declared adjourned at 4:00 P.M. to meet in regular session on Tuesday, December 18th at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

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MINUTES OF MEETING - December 18, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, December 18th, 1923. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman; and
Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart.

Morris Canal Commission

The Secretary informed the Commission that a hearing had been arranged by Governor Silzer between the members of the State Highway Commission and the Special Morris Canal Commission, to be held at 11:00 o'clock at the office of the Governor on this day. The Commission, therefore, proceeded with its business until the time of this meeting.

Route 5, Section 12,
Netcong-Canal Culvert.

The Secretary informed the Commission that Mr. Brady and Mr. Cannon, representing the Crilly & Cannon Construction Company, were present with reference to the award of contract for Route 5, Section 12, as laid over from the last meeting. State Highway Engineer Sloan reported that since the last meeting of the Commission he had received advice that Crilly & Cannon Construction Company had added to its cash capital and had also the promise of banks for additional capital, and he would recommend award of contract at 92.18% of the Engineer's estimate. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the contract for the construction of Route 5, Section 12, Netcong-Canal Culvert Section, be and the same is hereby awarded to Crilly & Cannon Construction Company at their's the lowest bid, amounting to 92.18% of the Engineer's estimated units of cost in the sum of $208,987.82, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contract after approval by the State Highway Engineer.

Route 9, Section 9.

The Secretary informed the Commission that Crilly & Cannon Construction Company were awaiting final acceptance of Route 9, Section 9, Phillipsburg-Still Valley Section. State Highway Engineer Sloan presented the final papers on this road with the recommendation that of the 78 working days used by the contractor, in addition to the time specified in the contract, an extension of 64 days be granted, bringing the time to October 1st, the penalty to apply on the balance of the time, or 14 days. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of Route 9, Section 9, Phillipsburg-Still Valley Section, Warren County, as completed by the Crilly & Cannon Construction Company in accordance with the terms of the Reimbursement Act, subject to a penalty of 14 days on account of the noncompletion of the work within the time specified.

Main Street, Clifton , Route 11

The Secretary presented a communication from Mr. Garwood Ferguson, County Engineer of Passaic County, forwarding a notice of advertisement for sheet asphalt pavement over one-half of Main Street, Clifton, bids to be opened on December 26th. There was also inclosed a communication from contractor George F. Brackett, advising the Board of Freeholders of Passaic County that he could not give the county a lower price than the one he bid originally for the work. State Highway Engineer Sloan recommended to the Commission that in view of the fact that December 26th is a date for bids, after which it would be very costly to place asphalt top on Route 11, that the Passaic County Board of Freeholders be advised to hold the advertisement off until early spring. The Secretary read to the Commission the minutes of the former meetings of the Commission, when the matter of the contract for Route 11 was before the Commission, which bore out the fact that there was mutual understanding that the surface pavement would be readvertised in the spring. After further discussion, Commissioner Kidde moved that a communication be forwarded to the Board of Freeholders of Passaic County, advising that in view of the fact that the season has advanced so far and there will surely be bad weather conditions in the months of January and February, which will follow the date of receipt of bids on December 26th, and in view of the fact that this matter has been so long delayed for many reasons beyond the control of the State Highway Commission, and there is doubt as to whether the bids received in the middle of winter would be acceptable bids for the work, the State Highway Commission urge that the matter of advertisement be withheld and the original suggestion as made for advertisement in the early spring be adhered to. In doing this the State Highway Commission stands entirely upon its agreement as entered into with the County of Passaic, because it was definitely understood that the County Board would be satisfied with a concrete base on this road during the winter season. This was seconded by Mr. Jelin and adopted.

Shore Route,-Route 1, through Jersey City, and Camden Bridge

The Secretary presented a communication from the City of Jersey City, requesting that the Commission arrange for a conference with the City Officials of Jersey City on the matter of the proposed Advisory Board Route 1 through Jersey City. Commissioner Kidde advised that he had received a similar request for information as to the proposed Vehicular Tunnel Route from the Hoboken Chamber of Commerce. The Secretary also advised that there was a communication from Mr. B. M. Seabrook concerning the route recommended to the Commission at Camden. Commissioner Kidde moved that a communication be forwarded to all of the interested parties and municipalities along the line of the proposed route at Jersey City, along the Shore, and at Camden, that the State Highway Commission has these Advisory Reports before it, and the Engineering Division is at the present time investigating the conditions existing thereabout, and that the State Highway Commission will arrange in the very near future to invite the interested municipalities to conference in order that the entire matter might be gone over thoroughly. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde called attention to the fact that it would be desirable to forward all the interested municipalities a copy of the Advisory Board Report, as affecting their particular locations, and he moved that the Secretary be directed to have advance copies of the Advisory Board Reports printed for distribution, said printing to be in such form as will make these reports suitable for inclusion in the Annual Report of the State Highway Commission to the Legislature. Commissioner Jelin further moved that a copy of the Advisory Board Report of the Vehicular Tunnel Route be forwarded to the Hoboken Chamber of Commerce, with the request that it be returned, and in the event that they desire to study the maps covering this route that they be asked to call on Commissioner Kidde. This was seconded by Mr. Kidde and adopted.

Commissioner Kidde suggested that inquiry be made of Director MacDonald of the Bureau of Public Roads, as to whether the Vehicular Tunnel Route could be put under a special classification in order that extra Federal Aid might be allotted thereto, in view of the fact that it will be a very important Inter-State Line. Commissioner Kidde, therefore, moved that the State Highway Engineer forward a copy of the Vehicular Tunnel Advisory Board Report to Mr. MacDonald of the Bureau of Public Roads at Washington, advising that it is a matter receiving serious consideration and it will be very difficult to accomplish without special aid, and as soon as Director MacDonald has acquainted himself with the conditions of this Report, it is the Commission's desire that he accept an invitation to the Newark Athletic Club to meet with the Commissioners in order that the entire matter might be thoroughly gone into. This was seconded by Mr. Jelin and adopted. Commissioner Jelin informed the Commission that it was his intention to be in Washington the latter part of the week, and he would be very glad to transmit the Advisory Board Report to Director MacDonald.

The time being 11 o'clock, the Commission proceeded to its conference at the Governor's Office, with the Special Morris Canal Commission.

The regular meeting was resumed at the offices of the Commission, Broad Street Bank Building, with the same members present as at the morning session.

Route 14, Section 8. ✓

The Secretary informed the Commission that Mr. T. J. Wasser, former State Highway Engineer, was present in reference to the acceptance and final payment of Route 14, Section 8, Swainton to Oceanview Section. Commissioner Jelin reported that he had inspected this work and was prepared to recommend its acceptance. State Highway Engineer Sloan stated that this work was completed in 65% of the allotted time and that he would recommend that the Commission accept the work, subject to final papers coming through in proper shape.

He reported that cores had been taken and showed up very good. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of Route 14, Section 8, Swainton-Oceanview Section, Cape May County, and authorized final payment to be made subject to all necessary papers coming through to the satisfaction of the State Highway Engineer, and that a communication be forwarded to the Public Service Production Company, expressing thanks for the work done and congratulations for the results obtained on this section of the road.

Route 11-Belleville.

The Secretary reported to the Commission that Mr. Frank A. Neary, Commissioner of Streets and Highways of Belleville, N.J. was present and desired a hearing. Commissioner Kidde requested that this hearing be granted and introduced Mr. Neary to the members of the Commission. Mr. Neary appeared and advised that he was interested in ascertaining what the State Highway Commission intended to do on Washington Avenue, which is the Main Street of Belleville and a section of Route 11. He advised that it was the intention of Belleville to widen this roadway throughout to 60' if the State Highway Commission would assist in the moving of the tracks, and paving its 22'; the City of Belleville would also do the additional widening to the curbs. After discussing the matter, Commissioner Kidde moved that the matter be referred to the Engineering Department for complete report as to what the City of Belleville has in mind and to prepare an estimate of cost and statement as to what the Commission can do with this section of road.

Hunterdon County Hearing

The Secretary informed the Commission that he had been requested by the Hunterdon County Board of Freeholders for a hearing with reference to securing additional aid from the state for Hunterdon County work. This delegation was now present. On motion, duly seconded, a hearing was granted. There appeared Judge Large, Counsel for the Board of Freeholders of Hunterdon County, County Engineer Davis, Road Supervisor Updyke,and Freeholders of the Hunterdon County Board. Judge Large acted as spokesman for the delegation, presenting a comprehensive outline of the needs of Hunterdon County, advising that ratables of the county were decreasing instead of increasing, due to the fact that the roads were in a very poor condition. He asked for consideration for improvement on the road from Flemington to Frenchtown and from Flemington to White House to connect with Route 9. He advised that the total requirements of expenditure on roads was $446,000.00, against which there were revenues from the Motor Vehicle allotment, from the State, of $72,000.00: and $50,000.00 from the county Tax Budget for road repairs and improvement plus an additional $60,000.00 to be raised by taxation for the retirement of existing bonds. The Commissioners present voiced their sympathy with the conditions existing in Hunterdon County, and stated that it was the feeling of the Commission that whatever assistance could be granted Hunterdon County, would be given, bearing in mind that the Commission must consider the matters of the other twenty counties of the State. Commissioner Kidde presented the idea that the county might engage upon a three year program of construction which would not require as much funds in any one year and could probably be accomplished in this length of time. Judge Large requested that the Commission give this matter early consideration in order that the county might prepare its Budget for 1924, near the beginning of the year. After general discussion by all present as to the urgent necessity for additional aid to Hunterdon County, Commissioner Kidde moved that the matter be taken under advisement with the assurance to Hunterdon County that assistance would be given by the state when funds become available. This was seconded by Mr. Jelin and adopted.

Market St. Br., Route 10, Bergen County ✓

The Secretary presented a resolution from the Bergen County Board of Freeholders advising of the acceptance of the Market Street Bridge on Route 10. The Secretary informed the Commission that in view of the fact that this work has already been accepted by the State Highway Commission, this matter is for report only.

Market Street Bridge, Bergen County ✓

The Secretary presented a resolution from the Bergen County Board of Freeholders advising that the County Engineer is authorized to place a name-plate upon the Market Street Bridge, bearing the names of the State Highway Commission of 1922 and the State Highway

Commission of 1923. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary acknowledge the gracious suggestion of the Bergen County Board of Freeholders for the placing of a name-plate on the Market Street Bridge on Route 10, and notifying them that there would be no objection raised to the same, there being extended with this communication the sincere thanks of the Commission for the courtesy of the Board of Freeholders of Bergen County.

Proposed Bridge-Tottenville to Perth Amboy

The Secretary presented a communication from Mr. C. M. Holland, Chief Engineer of the New Jersey Inter-State Bridge and Tunnel Commission, advising that his Commission had been authorized to conduct a joint investigation into the desirability and practicability of a bridge or tunnel between Tottenville, New York, and Perth Amboy, New Jersey, for pedestrian and vehicular traffic, and requesting the State Highway Commission to cooperate with such aid as it may give on the conditions existing in the vicinity of Perth Amboy. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the matter was referred to the State Highway Engineer for such cooperation as he may be able to give.

Inland Waterway, Route 4.

The Secretary presented a communication from S. S. Thompson & Company, contractors on the Inland Waterway Bridge on Route 4, West Point Pleasant, advising that it is impossible for them to proceed with their contract in view of the fact that the contractor for the Inland Waterway at this point has not yet excavated the channel at the point where the bridge is located. The Secretary informed the Commission that following instructions at the last meeting,he had communicated with the Secretary of the Board of Commerce and Navigation to learn what that Commission intended to do at this location, but that he had received no definite reply.

State Highway Engineer Sloan informed the Commission that the contract with S.S.Thompson & Company provided for no damages to be allowed in the event of loss of time, but that extensions of time may be granted covering these time losses. After discussion of the matter, Commissioner Kidde moved that the State Highway Engineer be instructed to communicate with the members of the Department of Commerce and Navigation, and determine the procedure to be employed for dredging at this location on the Inland Waterway in order that Contractor S. S. Thompson & Company may be advised of the time when they can begin their work, and further that a communication be forwarded to Mr. Thompson to the effect that the State Highway Commission acknowledges his communication and is undertaking to follow the matter up vigorously in order that he might be informed when he can proceed with his contract. This was seconded by Mr. Jelin and adopted.

Randolph Township Complaint

The Secretary presented a communication from Mr.James Andrews, Chairman of the Randolph Township Committee in Morris County, complaining of conditions on the road through Randolph Township used as a detour during the construction of Route 5 at Mine Hill, and he claimed that while this was not an official detour, traffic was sent across this road by the State Police. State Highway Engineer Sloan stated that an estimated cost for the repair of this road was placed at $600.00. Commissioner Jelin voiced the opinion that in view of the fact that the State Police had sent traffic over this road, the road was, therefore, in the nature of an official detour, and he moved that the Maintenance Division be instructed to make necessary repairs on this road to an amount not to exceed $300.00, payment to be made from the maintenance account. This was seconded by Mr. Kidde and adopted.

Freehold-Smithburg Road, Monmouth County

The Secretary presented a communication from the Board of Freeholders of Monmouth County, advising that they were not particular as to what fund aid is to be granted on the Freehold-Smithburg Road, but they did not desire that their Motor Vehicle apportionment be reduced on account of this work. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received for later consideration.

Barnegat-Buddtown Road

The Secretary presented a communication received by Chairman Scott from William H. Reeves, County Clark of Burlington County on the matter of the Barnegat-Buddtown Road, and offering facilities for taking the Commission over this road at any time. In connection with this matter the Secretary informed the Commission that he had received a request from the Burlington County Board of Freeholders for a hearing before the Commission at its next meeting. On motion by Mr. Kidde, seconded by Mr. Jelin, the Secretary was directed to acknowledge the communication with the advice that the Board of Freeholders of Burlington County will be granted a hearing at the next meeting on December 28th, 1923, at which time they would be very glad to consider this matter.

Proposed Harding Highway

The Secretary presented a communication from Mr. William C. Cattell, County Engineer of Gloucester County, enclosing a communication from the Boro of Pitman, endorsing the proposed "Harding Highway" and the "Westville-Millville" road as presented to the State Highway Commission at Atlantic City. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered placed on file.

Burlington Township Complaint

The Secretary presented a communication from the Township Clerk of Burlington Township, New Jersey, advising that contractors in hauling materials for State highways are ruining portions of the River Road and the Dutch Neck Road, and requesting the State Highway Commission to repair the same. He also presented a report of the Construction Engineer, advising that in view of the fact that the township roads are public roads, the contractor cannot be prevented from traversing these roads and that the State Highway Commission cannot assume any responsibility for the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Motion Picture Filming

The Secretary presented a communication from the Parmount Theatrical Supply Company, requesting permission to quote a special price for filming the construction activities of the State Highway Department. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to advise that the Commission cannot undertake a proposition such as this at the present time.

The Schedule of Business was next taken up for consideration, item by item as follows:

Cedar Bonnet Bridge

State Highway Engineer Sloan resubmitted for action of the Commission the bids received for the construction of the Cedar Bonnet Bridge over Manahawken Bay, Ocean County, and recommended that all bids be rejected and that the work be readvertised in the early spring. Commissioner Kidde inquired whether or not the estimates of the Engineering Division were proper, since he had interviewed an outside contractor and had received the opinion that the bid as received from the Krellwitz Contracting Company of 116.9% was a fair bid for the work. He requested that the matter be again referred to the State Highway Engineer for determination as to the exact amount of steel in the bascule span to determine whether there is any serious discrepancy in the factors arrived at and he moved that the entire matter be laid over until the meeting of the Commission on December 28th. This was seconded by Mr. Jelin and adopted.

Christmas Greeting

Commissioner Kidde moved that the State Highway Commission forward the following greeting to the officers and employees of the State Highway Department:

> "Reviewing the work of the past year, the New Jersey State Highway Commissioners extend to the officers and employees of the State Highway Department their sincere appreciation for the loyal and energetic efforts and acknowledge with pleasure the hearty cooperation given, and send to one and all their best wishes for a very Merry Christmas and a Happy New Year.
>
> H. L. SCOTT — WALTER KIDDE
> PERCY H. STEWART — ABRAHAM JELIN"

This was seconded by Mr. Jelin and adopted.

Dinner with Department Heads

Commissioner Kidde expressed to the Commission the fact that it would be desirable to meet the heads of the Divisions of the State Highway Department at luncheon at the Stacy-Trent Hotel, Trenton, on the date of the next meeting, December 28th, at noon, and on motion duly seconded, the Secretary was directed to make the necessary arrangements.

Governor Silzer Greeting

Commissioner Kidde moved that the Chairman be entrusted with the writing of a proper greeting to Hon. George S. Silzer, Governor, expressing the pleasure of the State Highway Commission at having undertaken its work for the benefit of the State and wishing His Excellency a Merry Christmas and a Happy New Year. This was seconded by Mr. Jelin and adopted.

Route 5, Section 10.

State Highway Engineer Sloan reported the completion of Route 5, Section 10, Chatham-Brantwood Section, as of December 15, 1923, and he recommended that the same be finally inspected. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was referred to Commissioner Stewart for final inspection.

Route 5, Section 2-A

The State Highway Engineer reported the completion of Route 5, Section 2-A, Drakestown-Hackettstown, as of December 15, 1923, and recommended that the same be finally inspected. On motion by Mr. Jelin, duly seconded, this matter was referred to Commissioner Kidde for final inspection.

Route 5, Section 6

State Highway Engineer Sloan reported to the Commission that Route 5, Section 6, Speedwell Avenue, Morris County, was completed and he would recommend acceptance and final payment on the same. He also called attention to the fact that the contractors on this work had forwarded a notice that they are preparing a statement of extra cost on account of delay due to injunction proceedings and for which they are expecting the State to give them additional reimbursement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the acceptance of Route 5, Section 6, Speedwell Avenue, Morristown, and final payment to be made subject to the contractor, furnishing complete releases in view of all claims against the State; said acceptance being in accordance with the terms of the Reimbursement Act. Commissioner Kidde further moved that in the event J. S. Geiger Sons, contractors on Route 5, Section 6, will not furnish a complete release at this time, that they be requested to appear before the next meeting of the State Highway Commission relative to these claims.

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Bridge Division Moving

State Highway Engineer Sloan recommended to the Commission that in connection with the moving of the Bridge Division to Trenton, the married personnel be allowed expenses for moving for themselves and families not exceeding $100.00 each, or in lieu thereof, travelling expenses between Trenton and Newark from the date of moving up to May 1st, 1924. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer as affecting the following Bridge Division Personnel:

John L. Vogel
C. Harold Pope
John Hankin
Frank Bird
Lillian Barrett
Lawrence Peterson
Mahlon Stokes
James Minnick
John Evens
Adele Madden

Right of Way, Route 8, Section 2

On recommendation of the State Highway Engineer, Commission Kidde moved the approval of purchase agreement for Parcel #1 on Route 8, Section 2, from Francis L. Marley for the consideration of $2,200.00. This was seconded by Mr. Jelin and adopted.

Property-Dover, New Jersey

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the Commission approve the payment of a bill amounting to $5,926.40 covering payment in full on all claims against the State for deed to property in Dover, New Jersey, on which the State has erected a garage, purchase of this property having been authorized by the former State Highway Commission in 1920. This was seconded by Mr. Jelin and adopted.

Right of Way, Route 3, Section 4.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase of property known as Parcel #12 on Route 3, Section 4, from Fred and Anna Bange for the consideration of $15.00. This was seconded by Mr. Kidde and adopted.

Complaint -

Route 15, Morris Ave., Springfield

The State Highway Engineer presented to the Commission a report from the Construction Engineer concerning the complaint of O. D. Sickley as to the drainage conditions in front of his property on Route 5, Morris Avenue, Springfield. The Construction Engineer advised

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that the complaint registered by Mr. Sickley will be entirely eliminated when the construction of a state highway in this neighborhood goes ahead. In the meantime it was recommended that the Maintenance Department be requested to perform the necessary maintenance work properly, in order that the drainage facilities now present may function properly. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the report of the Construction Engineer and directed that the Maintenance Department take the matter in hand in accordance with the suggestions as made.

Route 13, Section 6.

State Highway Engineer Sloan presented to the Commission a correspondence he had had with the Bureau Roads Engineer, Mr. Mincher, relative to the work being done by the Utility Construction Company on Route 13, Section 6, Lawrenceville-Princeton Road, Federal Aid Project #58, in which communication Mr. Mincher complained of the unsatisfactory progress on the work and the faulty conditions existing in advance of the contract mixer and in the poor subgrade. There was also presented a report from the Construction Engineer in which it was advised that the conditions mentioned by the Federal Aid Engineer were due to the fact that the contractors on the work had not properly organized their forces and so far as the concrete was concerned, the consistency has been generally good and in fact above the average. After discussion of the matter, Commissioner Kidde moved that the State Highway Engineer be directed to get in touch with the contractors and call their attention to the contents of the communication from the Federal Bureau of Public Roads, advising that the State Highway Commission will expect all defects on this work to be corrected before any final acceptance is made; further directing that the State Highway Engineer communicate with the Federal Bureau of Public Roads, advising that the work on this section will be forced to stop for the winter and it will be necessary for the contractor to organize his forces better for work early in the spring. This was seconded by Mr. Jelin and adopted.

Speedwell Avenue, Morristown

State Highway Engineer Sloan presented a report of the Construction Engineer relative to the situation in the trolley tracks on Speedwell Avenue, Morristown, in which report it was stated that the Morris County Traction Company was ready to assume its obligation for the necessary regrading to be done on the tracks, but in view of the fact that it is too late to consider going ahead with any such work if concrete paving is used, it is recommended that an understanding be arrived at with the Town of Morristown that no parking of any such sort or description be permitted on Speedwell Avenue when track work or paving is proceeded with, and further recommending that the Maintenance Division prepare an estimate of the cost of temporary work necessary to fill holes and patch up pavement to make it safe for winter travel. In connection with the matter, State Highway Engineer Sloan advised that an estimate had been prepared for patching along the trolley tracks in the amount of $3,407.50, and he recommended that the work be authorized by the Commission. Commissioner Kidde stated that he felt that this amount was considerable money to spend for temporary repair and he moved that the recommendation of the State Highway Engineer be adopted with the suggestion that the Maintenance Division be advised to save as much as possible on the estimate as submitted by eliminating any unnecessary work. This was seconded by Mr. Jelin and adopted.

Route 4, Perth Amboy

State Highway Engineer Sloan presented to the Commission the matter of partial payment to the City of Perth Amboy in accordance with resolution adopted by the State Highway Commission and directed attention to the fact that the State Highway Commission has not approved of an extension of 50 working days as granted by the City on this work, which would necessitate the deduction of a penalty. After discussion, Commissioner Kidde stated that in view of the fact that this was for partial payment on work completed, that he would move that the State Highway Commission approve of an extension of time to October 29th as granted by the City of Perth Amboy on Route 4, Extension, with the understanding that the State Highway

Commission will grant no further extensions of time on this contract, thus permitting payment of the amount held. This was seconded by Mr. Jelin and adopted.

Route 1, Lincoln Highway Section

State Highway Engineer Sloan reported to the Commission the renewal of the upper and lower tracks of the wheels for the turntable in the crossing of the Lincoln Highway and Passaic River Bridge, together with drum girders and adjustment of machinery which is requested at this time. Plans and estimates of the work have been prepared at an estimated cost of between $75,000 and $100,000.00 the high cost being due to the fact that the difficult work must be accomplished while the bridge is in operation. He recommended that authority be granted to advertise for this work on a pound price basis for the various pieces of casting and also on a lump sum price for the entire work. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed the State Highway Engineer to arrange for the necessary advertisement for the purpose of renewing the turntable on the Passaic River Bridge on Route 1.

Warren County, 7% Federal Aid System

The State Highway Engineer presented a communication from Warren County, requesting the inclusion of road beginning at the Delaware River Bridge and running by way of Finesville, Warren Glen, Springtown and Alpha Boro, to Route 9, in the Federal Aid 7% System. State Highway Engineer Sloan recommended that this be not approved by the Commission in view of the fact that all mileage is now tentatively absorbed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Hudson County-Motor Vehicle Funds

State Highway Engineer Sloan directed the attention of the Commission to a report in connection with the Motor Vehicle Funds allotted to Hudson County, which advised that of the total allotment to Hudson County of $186,025.00, there was set aside the sum of $30,000.00 for lighting, cleaning, policing and maintenance of the county roads. The Secretary informed the Commission that under a ruling of the Attorney General in 1914 where County roads are virtually city streets, the county may use its Motor Vehicle funds for such purposes as those being used in Hudson County. This being a report only, there was no action to be taken by the Commission; the payment to be made through the usual procedure.

Right of Way-Route 4, South Amboy

State Highway Engineer Sloan presented to the Commission a communication received from the General Superintendent of the Pennsylvania Railroad, requesting information as to the disposition of their claim on account of the right of way of the bridge construction on Route 4, at South Amboy. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary advise the P. R. R. Company that the State Highway Commission recognizes that a claim exists and that some provision must be made to make settlement and it hopes that the matter will be brought to a satisfactory conclusion before very long.

National Pavement-Route 11

State Highway Engineer Sloan advised that information was requested by Passaic County as to whether or not the State Highway Commission would accept at its full price, certain National Pavement laid on Route 11, Passaic Avenue, Passaic, which was slightly deficient in bituminous content, under that required by the new specifications covering this season's work on that job. He advised that due to the character of the material used in the aggregate, the pavement as laid is better than would have been the case if the minimum asphalt requirement had been adhered to, and he recommended that the county be advised that the State Highway Commission will approve the acceptance of this portion of the pavement at the contract price. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the recommendation of the State Highway Engineer be approved and the County of Passaic be advised in accordance therewith.

Employments

State Highway Engineer Sloan presented to the Commission the following list of employments as made by him since the last meeting of the Commission, and recommended ratification of the same by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State

Highway Commission ratified the following employments as recommended by the State Highway Engineer:

Dec. 15,	Wm. R. Farrell,	Rodman	$ 90.00 mo.
" 10,	Tracy Perrine,	M.T.D.	.40 hr.
" 11,	R. B. Caldwell,	M.T.D.	.45 hr.

Route 13, Somerset Street

State Highway Engineer Sloan presented to the Commission blue prints and estimates covering additional width of the pavement and drainage, together with the construction of an intersection at Somerset Street and State Highway Route 13, at the entrance to New Brunswick. State Highway Engineer Sloan reported to the Commission that the pavement at this point was justified in view of the fact that it is necessary for the proper drainage of the State Highway at this location. Commissioner Kidde stated that he favored the construction of this intersection, but he believed that the municipality of New Brunswick should share in the cost of extra width pavement and he moved that the matter be referred to Commissioner Jelin for negotiation with the City authorities of New Brunswick, looking toward the City paying a portion of the cost of this improvement from the roadway to the curb line since it will be possible to assess abutting property for such an improvement. This was seconded by Mr. Jelin and adopted.

Shipetaukin Creek Bridge Route 13

State Highway Engineer Sloan submitted to the Commission a communication from Judge Armstrong of Newark in which he suggested that the Commission arrange its plan for Shipetaukin Creek Bridge on Route 13 in such a way that four ornamental lamps might be placed on the same in order to commemorate the four signers of the Declaration of Independence of New Jersey; namely:

John Witherspoon	Richard Stockton
John Hart	Abraham Clark

it being proposed to have the lamps donated for each corner. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the Engineering Division to arrange for the installation of conduits in the Shipetaukin Creek Bridge at an expense not to exceed $50.00; this promising no obligation as to the lighting on this brige.

Flemington-Frenchtown-Milford Road

The State Highway Engineer presented to the Commission a request of Hunterdon County for the inclusion of the Flemington-Frenchtown-Milford Road in the 7% System of the State Highways, and explained that this was one of the matters presented by the Hunterdon County Board when they were present before the Commission and which the Commission did not give consideration at the time.

Material Inspectors. Amboy Bridge

State Highway Engineer Sloan recommended to the Commission that the inspection of materials for the Perth Amboy Bridge not inspected by the members of the State Highway Department, be handled by the Robert W. Hunt Company at prices named in the recommendation. Commissioner Kidde stated that he did not believe the State Highway Commission should concentrate all its inspection work in any one company, but might very properly divide the Amboy Bridge work from other work of the Department now being handled by Hildreth & Company and he moved that in accordance with the recommendation of the State Highway Engineer, the inspection work on the materials for the Perth Amboy Bridge such as are not inspected by the State Highway Department employees, be awarded to the R. W. Hunt Company. This was seconded by Mr. Jelin and adopted.

Middlesex Township Aid Balance

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of application by Middlesex County for $5,950.00 Township Aid balance to be used in the construction of Mill Lane Road, Section 2, North Brunswick Township, Middlesex County. This was seconded by Mr. Jelin and adopted.

Cohansey-Husted Station Road

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment of Cohansey-Husted Station Road, Cumberland County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Hope-Blairstown, Extension of Time

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of an extension of time granted by Warren County for 50 working days to Korp & Korp, contractors of the Hope-

Blairstown Road, Warren County, Motor Vehicle Aid. This was seconded by Mr. Kidde and adopted.

Paulsboro-Swedesboro Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of contract for the Paulsboro-Swedesboro Road, Section 1, Gloucester County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 15, Section 5

On recommendation of the State Highway Engineer, Commissioner Jelin moved that an offer of $200.00 be made to H. Ackley for Parcel #3, on Route 15, Section 5, and in the failure to accept that condemnation proceedings be instituted in accordance with the attached resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 15, Section 5, ALL that certain lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the existing easterly side line of the road leading from Millville to Port Elizabeth, distant three and eight tenths (3.8) feet westerly from, measured at right angles to, the proposed new center line of Route 15, Section 5 of the New Jersey Highway System, at Station 164/84, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Route 15, Section 5, Property to be acquired from Harry Ackley, City of Millville, Cumberland County, Scale 1"= 50', April 1923:"

Thence (1) along the aforesaid existing easterly side line of the road leading from Millville to Port Elizabeth, north fifteen degrees, five minutes west (N15°5'W) a distance of eight hundred and twenty-seven and six tenths (827.6) feet to a point;

Thence (2) still along aforesaid existing easterly side line of the road leading from Millville to Port Elizabeth, north fifteen degrees and thirty-eight minutes West (N15°38'W) a distance of ninety-nine and eight tenths (99.8) feet to a point of curvature in the proposed new easterly Right of Way line of Route 15, Section 5, said point being distant thirty-three (33) feet from, measured at right angles to, the proposed new center line of Route 15, Section 5, at Station 155/56.7;

Thence (3) along the proposed new easterly right of way line of Route 15, Section 5, on a curve to the left with a radius of 5697.00 feet a distance of one hundred and ninety-eight and nine tenths (198.9) feet to a point of tangency, thirty-three (33) feet from, measured at right angles to, the aforesaid center line of Route 15, Section 5, at Station 157/56.7;

Thence (4) still along aforesaid proposed new easterly right of way line of Route 15, Section 5, South seventeen degrees, thirty-eight minutes east (S17°38'E) a distance of seven hundred fifteen and eight tenths (715.8) feet to a point in the High Water Line on the northwest bank of Menantico Creek;

Thence (5) along the High Water Line of Menantico Creek, south fifty-three degrees and forty-five minutes west (S53°45'W) a distance of thirty-nine (39) feet to the point and place of Beginning; containing thirty-four one hundredths (0.34) of an acre, be the same more or less, as shown on said plan.

Intending to convey all that land now owned or controlled by the party of the first part that lies between the existing easterly side line of the road from Millville to Port Elizabeth, and the proposed new easterly right of way line of Route 15, Section 5, parallel to and thirty-three (33) feet from the proposed center line, between the point of curvature at Station 155+56.7 where the two lines meet and the southeasterly property line of grantor at Menantico Creek, as shown on said plan, together with all rights, titles, or interest to said Creek between the said lines.

The State Highway Engineer is hereby authorized and directed, on behalf of this Commission, to make an offer of $200.00 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Traffic Signals-Routes 9, and 16.

State Highway Engineer Sloan presented to the Commission a report of the Superintendent of Maintenance on the request of the Borough of Somerville for the installation of two traffic signals on Route 9 and Route 16, and recommended that the previous action of the State Highway Commission in denying such installation be reconsidered, and permission be granted for the erection of signals with the Department understanding that the Borough of Somerville will assume all responsibility in connection with the placing of the signals, and in view of the fact that the roadway at both points is 50 feet wide, leaving ample room for traffic. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer regarding traffic signals was ratified, confirmed and approved, this action, tending to rescind any former action taken with regard to dividing this application.

Amboy Bridge Lighting-Route 4

State Highway Engineer Sloan presented a report of the Superintendent of Maintenance with recommendation for approval of agreement with the Public Service Electric Company for the lighting of the northerly end of the Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the Chairman to sign the necessary contract for the lighting of the northerly end of the Amboy Bridge in accordance with the recommendation of the State Highway Engineer.

Route 15, Section 5-Easement.

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the State Highway Commission accept an easement for the right to make slopes on the property of Daniel Kernis, known as Parcel #1 on Route 15, Section 5. This was seconded by Mr. Jelin and adopted.

Route 16, Section 6, Primrose Brook Bridge,-Extension of Time

On recommendation of the State Highway Engineer, Commissioner Jelin moved that an extension of time of 20 working days be granted to the Hoffman Construction Company on the construction of Primrose Brook Bridge at M.P. 33.7 on Route 16, Section 6, this extension being granted for the reason that supplemental orders for construction have been issued. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned at 5:45 P.M. to meet in regular session on Friday, December 28th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - December 28, 1923.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Friday, December 28, 1923. The meeting was called to order by Chairman Scott at 10:30 A.M. in the new meeting room of the Commission, on the 9th Floor of the Broad Street Bank Building.

Present: General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 5, Section 2-A.

The Secretary reported that Mr. Charles T. Kavanagh, contractor on Route 5, Section 2-A, was present with reference to the acceptance of his work. Commissioner Kidde reported that he had inspected the completed work on Route 5, Section 2-A, Hackettstown-Drakestown, as constructed by Mr. Kavanagh, and also that this work was completed within 75% of the time actually given the contractor for doing the work. He moved that the State Highway Commission accept the completed work on Route 5, Section 2-A, Hackettstown-Drakestown section, and extend congratulations to the contractor for completing the work ahead of scheduled time. This was seconded by Mr. Jelin and adopted.

Route 4, Section 19.

Commissioner Jelin reported that he had inspected the completed work on Route 4, Section 19, Sea Girt-Belmar Section, as constructed by Mr. Kavanagh, and this work was completed in 77% of the allotted time, and he moved that the State Highway Commission accept the completed work on Route 4, Section 19, and express its congratulations to the contractor for having the work completed before the specified time. This was seconded by Mr. Kidde, and adopted.

Mr. Kavanagh took occasion to state to the Commission that in all his connections as contractor in the State of New Jersey he had never been given such cooperation as was extended to him by the officers and employees of the present State Highway Commission.

Route 5, Section 10.

The Secretary reported that Mr. Ralph Sangiovanni, contractor on Route 5, Section 10, Chatham-Brantwood, was present with reference to the completed work on this section. Commissioner Stewart reported having inspected this work and that although the work was done under traffic, it was done before the scheduled time of completion, and he moved that the State Highway Commission accept the completed work on Route 5, Section 10, Chatham-Brantwood Section, and authorized final payment to be made. This was seconded by Mr. Jelin and adopted.

U. S. Department of Agriculture-Communication

The Secretary presented a communication received from Hon. Henry C. Wallace, Secretary of the U. S. Department of Agriculture in Washington, addressed to General H. L. Scott, expressing appreciation for the cooperation extended by the New Jersey State Highway Commission to the Federal Department of Agriculture during the year 1923. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and properly acknowledged.

Improper Distribution of Motor Vehicle Funds

The Secretary presented a communication received by General Scott from Mr. S. P. Leeds, President of the Atlantic City Chamber of Commerce, in which communication Mr. Leeds called attention to what he believed an improper distribution of Motor Vehicle Funds to the counties on the basis of the Census population, since the shore roads received their greatest wear from a population which only increases during the summer months. Commissioner Stewart stated that he believed that Mr. Leeds should be informed that it is necessary for the Commission to lay down a general rule which was done after careful consideration and he moved that the communication from Mr. Leeds be acknowledged and the Secretary advise that the method now employed in the distribution of Motor Vehicle Funds is patterned after the methods employed by the U. S. Government in the allocation of Federal Aid funds to the States of the United States, and is considered to be a fair one after having been considered from all angles, and after having been in use for three years.

Route 1, Through Jersey City

The Secretary presented an opinion from the Attorney General of the State with reference to the funds applicable for the construction of Route 1, through Jersey City, to the Hudson River

Vehicular Tunnel, in which opinion the Attorney-General ruled that Route 1 extends from Trenton to the entrance to the Vehicular Tunnel and that the Bond Act of 1922 is applicable for its construction. On motion by Mr. Stewart, seconded by Mr. Jelin, the opinion was ordered received and spread in full upon the minutes, together with the request for the same:

December 14, 1923.

Hon. Thomas F. McCran,
Attorney General, State of New Jersey,
Trenton, New Jersey.

Dear Mr. McCran:-

I am directed by the State Highway Commission to request your opinion as to whether under present existing legislation State Highway Route 1 includes that portion from the limits of the City of Elizabeth to the entrance to the Hudson River Vehicular Tunnel at Jersey City.

State Highway Route 1 was originally defined in Chapter 14, Laws of 1917. Chapter 322 of the Laws of 1921 supplemented this Act by an extension to the entrance of the Hudson River Vehicular Tunnel at Jersey City. Chapter 199 of the Laws of 1923 describes Route 1 as extending to Elizabeth.

It is in view of these facts that your opinion is requested as above. In this connection, your opinion is also requested as to whether the $40,000,000.00 bond issue can be used for the purpose of construction of the portion of Route 1 from Elizabeth to the entrance to the Hudson River Vehicular Tunnel at Jersey City.

Very truly yours,

A. LEE GROVER

Secretary

Trenton, N. J., Dec. 18, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Bldg.,
Trenton, N. J.

Dear Mr. Grover:

I have your letter of the 14th instant, in which you ask to have defined for your Commission State Highway Route No. 1 as outlined in the various acts of the State, beginning with the year 1917 to date, and in which you also ask whether the act authorizing the bond issue of $40,000,000 is applicable to the construction of the portion of the route from Elizabeth to the entrance of the Hudson River Vehicular Tunnel at Jersey City.

Route No. 1, as described in Section 1 of Chapter 14 of the Laws of 1917, ran from Elizabeth to Trenton.

Section 1 as amended by Chapter 104 of the Laws of 1920, also described Route No. 1 as running from Elizabeth to Trenton.

In 1921, by Chapter 322, a supplement to the State Highway Act of 1917, namely; Chapter 14, provided that Route No. 1 should begin at the entrance of the Vehicular Tunnel under the Hudson River, instead of at the point of beginning as described in Section 1 of the act to which that act was a supplement, namely; that the route should begin at the entrance of the Vehicular Tunnel, rather than at Elizabeth.

Chapter 253 of the Laws of 1922 amended the supplement above referred to, which for the purposes of this opinion, is to the same effect.

In 1923 numerous acts were passed describing State Highway routes.

Chapter 177 of the Laws of that year describe Route No. 1 as running from Elizabeth to Trenton; likewise, Chapter 181, also Chapter 183, Chapter 184 and Chapter 199.

In my opinion, the supplement of 1921 and the amendment thereto of 1923, above referred to, merely added to the length of Route No. 1 the distance between Elizabeth and the entrance to the Vehicular Tunnel under the Hudson River, and the fact that in 1923 Route No. 1 was again described in Section 1 as running from Elizabeth to Trenton did not affect the supplementary legislation, which extended that route from Elizabeth to the entrance to the tunnel.

I am further of the opinion that the Bond Act of 1922, namely; Chapter 262 of the laws of that year, is applicable to the construction of Route No. 1 not merely from Elizabeth to Trenton, but from the entrance to the Vehicular Tunnel to and through Elizabeth to the City of Trenton as otherwise described in the various acts referring thereto and authorizing its construction. I think that the Legislature intended that the route should run and should be subject to construction from the moneys derived from the sale of bonds as authorized from the whole distance, from the entrance to the tunnel to Trenton.

Very truly yours,

THOMAS F. McCRAN,

Attorney General.

Injury Claims - Opinion

The Secretary presented an opinion from the Attorney General concerning the payment of claims for injuries received on State highways, with special reference to a claim for damages by Miss Anna Lawrence of Bridgeton, New Jersey, in which opinion the Attorney General advised that "It is unsafe to pay damages to persons for the use of the State highways under the terms of the appropriation as provided in the Act in question, namely; Paragraph J-3 of Chapter 165 of the Laws of 1923." On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the opinion of the Attorney General be received and spread in full upon the minutes and filed, and that the Attorney for Miss Lawrence be advised that acting under the advice of the Attorney General, there is no possibility for her recovering any damages from the State.

Trenton, N.J., Dec. 18, 1923.

A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

Dear Mr. Grover:

I am replying to your letter in reference to the claim for damages by Miss Anna Lawrence of 100 Oak Street, Bridgeton, N. J.

The Appropriation Act of 1923 provides for the payment of damages for the violation of any law for the protection of roads pursuant to Chapter 15, P.L. 1917 and the amount of accruing thereto, pursuant to Chapter 230, P.L. 1917.

While this provision for damages may have been intended by the draftsman to provide for the payment of damages to persons injured by accident in the use of the State highways, I am unable to advise you that it is in any way a violation of Chapter 15 of the Laws of 1917.

I, therefore, am of the opinion that it is unsafe to pay damages to persons for the use of the State highway under the terms of the appropriation as provided in the act in question, namely; Paragraph J3 of Chapter 165 of the Laws of 1923.

Very truly yours,

THOMAS F. McCRAN,

Attorney-General

Somerset Street-Route 13

Commissioner Jelin reported that following the reference to him at the last meeting of the proposed construction and drainage work at the intersection of Somerset Street and Route 13, New Brunswick, that he had taken up with the city authorities of New Brunswick the matter of their paying for additional width of pavement necessary to be made in order to carry this work to the gutter line and for which they could levy assessments. He stated, however, that the city authorities laid no claim to this roadway lying one-half within Somerset County and one-half in Middlesex County. Assistant Construction Engineer Moore was present and explained to the Commission the need for this intersection and drainage work in order to take water from Route 13. It was estimated that the minimum amount of work necessary for this purpose would be about $8,000.00. After further discussion, Commissioner Stewart moved that authority be given for the necessary reconstruction and drainage at the intersection of Somerset Street and Route 13 at New Brunswick, said work to be performed at a cost not to exceed $8,000.00, funds to be provided from the Motor Vehicle Reserce Account for 1923. This was seconded by Mr. Jelin and adopted.

New Jersey Construct~~ion~~ors Assoc.

The Secretary reported to the Commission that Mr. A. L. Barrett, Executive Secretary of the New Jersey Contractors Association was present and desired personally to present a resolution unanimously adopted by his Association on December 27th in which resolution the New Jersey Construction Association expressed confidence in the New Jersey State Highway Commission and extended its greetings of the season. General Scott extended the thanks of the Commission to Mr. Barrett and expressed appreciation of the good work being accomplished by the highway contractors of the State in carrying on their work so efficiently as to accomplish the same within the time specified by the contract. Commissioner Kidde moved that the State Highway Commission send a communication to the New Jersey Highway Contractors' Association, expressing appreciation for the cooperation given, and with the hope that the year 1924 will be a prosperous year for them all. This was seconded by Mr. Jelin and adopted.

Route 11, Main St., Clifton

The Secretary presented a communication with resolution from the City of Clifton in Passaic County, informing the Commission that unless the asphalt top dressing is laid immediately on the east side of Main Avenue, the City of Clifton will not pay any share of the cost of the said asphalt dressing inasmuch as this has proven a serious detriment. In connection with this resolution the Secretary presented a communication from Mr. Garwood Ferguson advising that bids had been received on the advertisement for pavement on the east side of Main Avenue, Clifton, and two bids had been received, one from the Union Building & Constructing Company at $2.22 per square yard. Mr. Ferguson requested information as to whether the State Highway Commission would approve of the county laying this pavement, the weather permitting. Commissioner Kidde stated that the action of the City of Clifton had no bearing upon the question of approval by the State, and that the communication from Mr. Ferguson in which the lowest price was placed at $2.05 per square yard, was not satisfactory, in view of the fact that the bids received could not be considered as final bids by the State

Highway Commission, since there was no approval to the advertisement as placed; further, since it has been the judgment of the Commission that the work could not be done during the winter, which information has already been forwarded to Passaic County. Commissioner Stewart inquired as to the comparison of these prices with other prices in the State and State Highway Engineer Sloan informed the Commission that the City of Newark had let a contract for asphalt paving at an average cost of $1.30 per square yard, and under the most adverse conditions such as the Lawrenceville-Princeton Road and the Perth Amboy Bridge, the price had not exceeded $1.70 per square yard, where the hauls were seven and ten miles, respectively. Commissioner Jelin, therefore, moved that the State Highway Commission deny approval of award of contract for the surface pavement on East Main St., Clifton, on the basis of prices received up to this time. This was seconded by Mr. Stewart and adopted.

Route 17-Taking Over

The Secretary presented a communication from Mr. J. E. Thier, Supervisor of Roads of Bergen County, enclosing a copy of the report made by him to the Board of Freeholders of Bergen County as to the taking over of a part of Route 17, in which report he stated to his Board that the County of Bergen will effect a saving of approximately $50,000.00 on maintenance alone on that section of Route 17 from Hackensack to the New York State Line, and expressing regret that the Commission did not take over the balance of Route 17 to Newark. Commissioner Stewart moved that the communication be received and filed and that proper acknowledgment be made. This was seconded by Mr. Jelin and adopted.

Sussex County Road Program Hearing

The Secretary reported that a hearing had been requested by Senator Kays, County Counsel for Sussex County and County Engineer Harvey Snook, on the matter of the Sussex County road program. On motion, duly seconded, a hearing was granted. Senator Kays and Mr. Snook appeared, together with the Freeholders of Sussex County, and the Senator inquired of the Commission as to what disposition was made of a special allotment promised to Sussex County from the

Motor Vehicle Fund in the amount of $30,000.00 and against which the County of Sussex had entailed obligations. The Secretary informed the Commission that this $30,000.00 item was placed on the priority list for consideration in the event there were any additional Motor Vehicle funds available. He further advised that the amount was set aside to Sussex County by the former State Highway Commission but was not made payable by the present Commission. After further discussion, Commissioner Stewart moved that an allotment of $30,000.00 to Sussex County be made, a preferred claim to be paid from the 1924 Emergency Reserve Fund, in order that the County of Sussex might be assured of receiving these funds and in order that they might straighten out their finances. This was seconded by Mr. Jelin and adopted.

Sparta-Woodport Road

Senator Kays also brought before the Commission the matter of the present pavement on a section of the Sparta-Woodport road in Sussex County, which he stated was an important road between Sussex and the County of Morris. Commissioner Kidde advised that the State Highway Commission found it necessary at this time not to authorize any funds for road work beyond the very important State Highway construction, and he moved that the application be received and when there is opened for consideration any new projects, that the matter be taken up for consideration.

Senator Kays also brought up before the Commission the matter of ~~the~~ taking over the construction of that section of Route 8, between Newfoundland and Sussex, where it was proposed to establish a new alignment in order to eliminate existing grade crossings, and he suggested that the Commission give the County of Sussex an opportunity to be heard with reference to agreements entered into with the Railroad Company before any actual work was advertised. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that before approval is given to plans for that section of Route 8, the Freeholders of Sussex County be given an opportunity for a hearing with the State Highway Commission.

Excess Loading of Trucks

Commissioner Kidde advised that at his suggestion, Mr. Jaeger of Newark, a mover of equipment for contractors was present for the purpose of ascertaining whether he could secure permission for carrying excess loads over State highways. On motion duly seconded, a hearing was given Mr. Jaeger, who advised that he had been doing a great deal of heavy building for highway contractors covering such road building machinery and bridge girders, etc. for which he had patented a special wide-wheeled trailer, which he believed did not harm the roadway; also the loads sometimes placed upon the road were in excess of the amount allowed by law. He advised that the present law required that where it was proposed to transport any over-loads on State highways that permission must be secured from the State Highway Engineer. Mr. Kidde stated that he could vouch for the efficiency of Mr. Jaeger and he felt that he would exercise caution and care in the transporting of heavy machinery over the roadway. Mr. Jaeger inquired whether he could be granted a blanket permission to continue his business without having recourse every time he moved anything,to the State Highway Engineer. Commissioner Stewart advised that he did not feel that any blanket permit should be given. Commissioner Jelin also stated that he did not believe that this could be granted, in view of the fact that during the spring months it would be ruinous to the roads to have any kind of overloading placed upon them. State Highway Engineer Sloan stated that he felt that the overloading of highways was a very bad thing, and he would recommend that Mr. Jaeger submit to the Department diagrams of the equipment used by him and a request for permission to make his movements, describing what type of truck will be used in making them. On motion, the plan suggested by the State Highway Engineer, was adopted.

Route 7, Section 1, Corlies Avenue

The Secretary presented a communication from the East Jersey Bridge Company, advising that in the event of their acceptance of the proposition as made by the State in accepting the construction of Route 7, Section 1, Corlies Avenue, subject to filing with the State, cash or negotiable securities in the sum of $7,278.21 to be

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for a period of five years thereto, they were ready to deposit with the State, installment stock of the Peoples' Building & Loan Association of Perth Amboy, having a cancellation value equal to this amount. Commissioner Stewart stated that while the security offered may be satisfactory, he had never considered the same as security for the State, and he moved that the matter be referred to the Attorney General for his opinion as to whether the offer made is proper security. This was seconded by Mr. Jelin and adopted.

Traffic Congestion on Route 1.

The Secretary presented a communication from the Automobile Club of Hudson County, directing attention to its suggestion for the relieving of traffic congestion on Route 1 by making Tonnele Avenue, Jersey City, a State highway. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and the Secretary was directed to advise that in the Advisory Board report covering Route 1 traffic, Tonnele Avenue is considered one of the arteries which would be improved in connection with the county authorities, but the entire plan is at present subject to very careful consideration and until it is finally decided upon there can be no definite statements issued.

Atlantic County Request

The Secretary presented a communication from the Boro of Folsom in ~~the~~ Atlantic County, requesting the Commission's consideration of the building of a road from Berlin to Mays Landing, by way of what is known as "The Old Stage Road." On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Change of Date-Burlington County

The Secretary informed the Commissioners that the Burlington County Board of Freeholders had requested the date of their hearing to be set for Tuesday, January 8th.

Bridge M.P.32.2, Route 16, Sec. 6-A

The Secretary informed the Commission that bids had been requested to be received at 12o'clock at the State House for the construction of a bridge over the Passaic River at M.P. 32.2 on

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Route 16, Section 6-A. It was now 12 o'clock and Mr. Vogel had brought all the bids from the State House to the Commission Meeting room for opening. The Chairman declared the receipt of bids closed and they were opened for reading as follows:

Hoffman Construction Co..........	$31,951.88
Grant & Driver..................	34,935.00
A. L. Trimpi....................	35,680.00
Dover Boiler Works..............	36,348.00
S. S. Thompson & Co.Inc..........	36,980.00
John W. Heller..................	37,640.00
Louis J. Sieling................	38,650.00
P.A.Hennessy & Sowell............	39,430.00
Tuller Construction Co...........	39,900.00
L. H. Card......................	40,667.00
Arnolt-More, Inc................	42,000.00
F. W. Schwiers Jr. Co............	42,436.00
Krellwitz Contracting Co.........	46,000.00
Jobson-Gifford Co...............	50,100.00

Commissioner Jelin moved that the certified checks of all the bidders with the exception of the two lowest be returned at this time. This was seconded and adopted.

Amboy Bridge - New

State Highway Engineer Sloan presented to the Commission a report on the matter of piling for the new Amboy Bridge, in which he stated that the specifications as drawn would necessitate the shipment of the long sticks from the Pacific Coast in order that the requirements for an eight inch point might be met. This would necessitate a delay of possibly six months in securing this piling and in view of the fact that yellow pine piling from the south could be secured for immediate delivery, provided a minimum of six inches at the point be allowed, and in further view of the fact that in his opinion the yellow pine piling would better serve the purpose than the western piling, he recommended that the specifications covering the piling for the job be modified as follows:

Piles up to sixty-five feet long, eight inches in diameter under the bark at the point;

Piles sixty-six feet to seventy-nine feet long, seven inches in diameter under the bark at the point:

Piles eighty to ninety-five feet long, six inches in diameter under the bark at the point.

After discussion Commissioner Kidde moved that the recommendation of the State Highway Engineer for change of specifications for piling for the New Amboy Bridge be accepted, allowance being made by the contractor if it could be shown that the change in the specifications operated to his advantage, so far as the actual purchase of the piling is concerned. This was seconded by Mr. Jelin and adopted.

Route 15, Section 5

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance of an offer made by the State Board of Commerce and Navigation to make a grant under water of Menantico Creek on Route 15, Section 5, Millville-Menantico section, for the consideration of $1.00 per foot for each side of the roadway and a dollar additional for crossing right. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 3, Section 4.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase agreement for the acquisition of the property of Charles H. Dorengach and wife on Route 3, Section 4, for the consideration of $18.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 5, Section 12

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the purchase of the following property on Route 5, Section 12, Netcong-Canal Culvert section:

Parcel	#11	Andrew McCabe	Consideration	$87.50
"	#36	Wm. E. King Estate	"	1.00
"	#37	Wm. E. King Estate	"	1.00

This was seconded by Mr. Kidde and adopted.

Right of Way-Route 15, Section 5.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance of quit claim deed on Route 15, Section 5, Millville-Menantico Creek section, from Wilfred Holzinger for the consideration of $1.00, with the provision that if the existing ditch along lands of the grantor required relocation, it shall be piped and covered with earth. This was seconded by Mr. Jelin and adopted.

Olcott Square-Route 16, Section 6-A

State Highway Engineer Sloan presented for the approval of the Commission, agreements to be entered into with the Township of

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Bernards covering the cost of extra width of pavement to be done at Olcott Square in Bernardsville on Route 16, Section 6-A, Bernardsville-Passaic River section. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized approval of agreement with the Township of Bernards and directed the Chairman to sign the necessary papers after approval by the State Highway Engineer.

Route 1, Mercer County ✓

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of agreement with Mercer County covering the construction of a storm drain on Route 1 at the intersection of Nottingham Way and Hamilton Avenue and authorized the Chairman to sign the same after approval by the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Dinner ✓ ✓

Highway Commission Luncheon

The Secretary informed the Commission that arrangements have been made as requested for the State Highway Commission to lunch with the various heads of the Divisions of the Highway Department at the Stacy-Trent Hotel at 1 o'clock this day.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 12:45 P.M. The meeting was resumed by the Commission at 3:00 P.M. with the same members present as at the morning session.

Signs on State Highways ✓

Commissioner Kidde presented for the consideration of the Commission, two plans submitted by the U. S. Advertising Company for the erection of signs on State highway construction, and he suggested that the Maintenance Division advise the Commission as to what the cost would be for the painting and erection of such signs, and he moved that there be prepared a comparison of the proposition offered by the U. S. Advertising Corporation and the Maintenance Division, in order that the Commission might give the same consideration. State Highway Engineer Sloan suggested that it might be possible to have the erection of these signs made a part of the contract to be entered into by each contractor for his particular work. This, of course, would carry with it specifications in order that all the signs might be identical.

Route 12, Penalty Claim

State Highway Engineer Sloan presented to the Commission a communication received from the Dover Boiler Works in which a claim was made for the remittance of penalty on the construction of bridges on Route 12, it being their claim that they were unduly held up for one month between July 27th,1921 and August 27th, 1921 in the receipt of a signed contract from the State for their work. State Highway Engineer Sloan reported that this work was accomplished prior to his assuming office as State Highway Engineer, and the records would indicate that there was a delay as claimed by the Dover Boiler Works, and in view of the fact that the total penalty involved covered 91 days, he would recommend a remittance of 30 days of this penalty, due to the fact that the contract was not delivered to the Dover Boiler Works at the proper time. Commissioner Kidde stated that he recalled that this matter was referred to him and there had been so much delay on the work it was his purpose to penalize the contractors for the work, but he felt ~~felt~~ that the claim made was a fair one and he moved that an allowance be made to the Dover Boiler Works of 30 days time, and that the application of the penalty be made for the remaining days overtime. This was seconded by Mr. Stewart and adopted.

Passaic River Bridge

State Highway Engineer Sloan stated to the Commission that he was ready to recommend award of contract for the construction of the Passaic River Bridge at M.P. 32.2 to the Hoffman Construction Company of Bernardsville, the lowest bidder on this work at $31,951.88. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Passaic River Bridge at M.P. 32.2 on Route 16, Section 6-A, to the Hoffman Construction Company of Bernardsville, New Jersey, at their's, the lowest bid, amounting to $31,951.88, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Cedar Bonnet Bridge,
Over Manahawkin Bay

State Highway Engineer Sloan resubmitted to the Commission the report of bids received on December 10th for the Cedar Bonnet Bridge over the Manahawkin Bay, the lowest bid being by the Krellwitz Contracting Company at 116.9% of the Engineer's estimate, and he recommended the rejection of all the bids and the re-advertisement of this work early in the spring. State Highway Engineer Sloan advised that his recommendation in this case was due to the fact that he did not feel that the Krellwitz Contracting Company was a responsible construction firm, having neither the experience nor the financial ability to justify the State in trusting the work of such a nature to that firm. Commissioner Kidde inquired whether in the event it was to be readvertised, there would be any change in the specification. State Highway Engineer Sloan advised that it would be necessary to revise the estimate for steel for the work, and Commissioner Stewart moved that the recommendation of the State Highway Engineer be approved, and that all bids be rejected, and be readvertised early in the spring, and in the meantime plans to be carefully studied by the State Highway Engineer with a view toward making such revisions as are necessary on the work. This was seconded by Mr. Kidde and adopted.

Communication-Thomas H. MacDonald

The Secretary presented to the Commission a communication received from Hon. Thomas H. MacDonald, Chief of the Bureau of Public Roads at Washington, advising that he will give careful consideration to the Advisory Board reports as presented to the Commission, and will be very glad to arrange to talk over the problems with any members of the State Highway Commission who might come to Washington in the near future. On motion by Mr. Stewart, seconded by Mr. Jelin, the matter was referred to Commissioner Kidde and State Highway Engineer Sloan to take the same up in Washington with Director MacDonald.

Charles A. Mead-Communication

The State Highway Engineer presented a communication from Mr. Charles A. Mead, Engineer of Bridges & Structures for the Board of Public Utility Commissioners, transmitting a copy of the report of the Sub-Committees on Bridges and Structures, as made to the American Association of State Highway Officials at New Orleans on December 3d, at which time he acted as representative of the State Highway Department. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and the report placed on file for study.

Poles and Wires on State Highways

State Highway Engineer Sloan presented to the Commission an opinion from the Attorney General on the matter of the installation of poles and wires, in which he advised that under an existing law, the Public Service Corporation has permission to use public roads for the purpose of the erection of poles to sustain the necessary wires and fixtures, and it is the duty of the State Highway Commission in the place of the municipality to so designate such route or routes over which such wires and poles may be placed. State Highway Engineer Sloan presented a report on the matter, together with a recommendation that a conference of the Public Utility Commission be held and a general form of agreement be arranged satisfactory to all concerned, which will cover all cases of installation of poles and wires and which agreement will provide that for each specific case the Public Utility Commission shall obtain a permit from the State Highway Department, designating the specific location and the conditions to be fulfilled in such installation. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer, and directed that the matter be referred to Commissioner Stewart for the purpose of drawing up a proper agreement form.

Maintenance
Glutrin-Atlantic County

Commissioner Kidde advised that it was necessary for him to leave the meeting at this time, but before going he would report that he had received a communication from Mr. S. P. Leeds, President of the Atlantic City Chamber of Commerce, in which Mr. Leeds expressed interest in the price of Glutrin as purchased by Atlantic County with the approval of the State Highway Commission during the fall of this year, and he suggested that the Secretary forward to Mr. Leeds such records concerning the approval as was contained in the minutes of the State Highway Commission, especially where it was shown that the work was accomplished as an emergency measure.

Staten Island-South Elizabeth Bridge

Commissioner Kidde also advised that Senator Pierson was in the office in the morning and read before the members of the Commission a plan in which Union County was very much interested, which had for its purpose the building of a bridge which would form a connection between Staten Island, New York, and South Elizabeth. Such a bridge would form a continuation of the proposed crescent road construction around Elizabeth and would shorten the distance between New York and New Jersey, and at the same time relieve Route 1, through Newark and Jersey City, of considerable traffic.

Invitation-New Jersey Chamber of Commerce

Commissioner Kidde advised that he had received an invitation from the Special Highway Committee of the New Jersey Chamber of Commerce, inviting the Commission to Newark on January 4th at 6:30 P. M. as its guests at a dinner meeting, and he moved that the invitation be accepted. This was seconded by Mr. Jelin and adopted, the Secretary being directed to notify the Commissioners of this appointment.

Route 10, Section 2, Sidewalks

State Highway Engineer Sloan presented a report as made in connection with the construction of sidewalks on Route 10, Section 2, Broad Avenue-Glenn Road, in which report it was stated that the previous Commission obligated to provide these sidewalks at the street intersections at the time the property was acquired for right of way. On motion duly seconded, the report was referred to Commissioner Kidde, since he had made inquiry in the matter.

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Policy - Highway Comm.

Prospective Bidders' Names

State Highway Engineer Sloan submitted for the consideration of the Commission the question of whether or not the State Highway Department should furnish the names of prospective bidders on State Highway road and bridge work to interested parties. He advised the Commission that numerous requests were received for this information and it had not been the policy in the past to grant this information. He recommended that the Commission authorize that these names be given upon request for same. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was adopted.

Route 11, Passaic Avenue

State Highway Engineer Sloan reported to the Commission that a resolution had been adopted by the Passaic County Board of Freeholders, accepting the completed work on Route 11, Passaic Avenue, in Passaic, and authorizing final payment to be made subject to the approval of the State Highway Engineer. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was referred to Commissioner Kidde for inspection prior to final acceptance.

Expenses-Ocean City Bridge

State Highway Engineer Sloan presented to the Commission a communication received from J. D. Loizeaux Lumber Company of Plainfield, N. J. in which they expressed the fact that they are under no obligations to stand for expenses incurred by Mr. N. J. McGowan in assisting them with the release of lumber from the south on their contract for the Ocean City Bridge, since Mr. Loizeaux had personally gone south at considerable expense to perform this work, and that they had been obligated to purchase a considerable amount of lumber in the open market. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the amount of $439.95 as charged for the expenses of Mr. N. J. McGowan, be remitted to the J. D. Loizeaux Lumber Company of Plainfield, N. J.

Employments

On recommendation of the State Highway Engineer, Commissioner Stewart moved the ratification of the following list of employments as approved by the State Highway Engineer since the last meeting of the Commission:

Jan. 1st, 1924	G. H. Atwood,	Amboy Br. Drafts.	$226.00 mo.
Dec. 18th, 1923	M. J. Daitz,	Chauffeur	.45 hr.
" 17th, "	C. J. Speck,	Motor Truck Dr.	.45 "
" 17th, "	Harry Jordan,	" " "	.40 "
" 17th, "	E. E. Russell,	" " "	.45 "
" 15th, "	W. S. Pittenger,	Laborer	.45 "

Kaighn Ave. Extension, Camden Co. ✓

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Kaighn Avenue Extension, Camden County, Motor Vehicle Aid work. This was seconded by Mr. Stewart and adopted.

Inland Waterway, Route 4. ✓

The Secretary advised the Commission that Mr. S. S. Thompson, low bidder on the Inland Waterway Bridge on Route 4, was present at this meeting to ascertain what decision the Commission would make with reference to the taking over of the work. State Highway Engineer Sloan stated that he had received a communication from Victor Jelineau, Director of the Board of Commerce & Navigation, in which it was stated that the contractor for dredging the Inland Waterway Canal could not give a satisfactory answer as to when he could start this work, but he was sure that he would finish his contract for the canal before the date set for the completion, which was July 1st, 1924. State Highway Engineer Sloan advised that he had received a proposition from Mr. Thompson whereby he would enter upon the work and perform the necessary excavation for piers at an additional cost of $35,000.00. The Commission directed that Mr. Thompson be given a hearing at this time. Mr. Thompson appeared and was questioned as to his ability to complete the work within the time specified, even though the award of contract was held up until this time. Mr. Thompson advised that he could not definitely agree to complete the work on July 1st, 1924, but he would be willing in the event a contract was awarded to him at once, to fix the date of completion in the contract at August 1st, 1924. Commissioner Jelin inquired of Mr. Thompson whether he would be willing to accept the award of contract and hold up the work until after the canal had been excavated by the dredging contractor. Mr. Thompson advised that he had taken this contract with a view toward keeping his forces employed during the winter, and he would prefer to have the contract entirely cancelled rather than to hold the same for any length of time. After further discussion, Commissioner Stewart moved that in view of the circumstances the contract be signed and returned to Mr. Thompson with the date of completion fixed at August 1st, 1924, and that a statement be requested from Mr. Thompson that he will make every effort to push the work through before that date, it being further understood that an extra allowance of $3,500.00 will be allowed Mr. Thompson for excavation work to permit of the placing of piers at this time. This was seconded by Mr. Jelin and adopted.

Commissioner Stewart moved that the next meeting of the Commission be held on Thursday, January 3d, at 10:30 A.M. and at this time the matters concerning the annual report will be taken up for consideration. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, duly seconded, the meeting adjourned at 5:00 P.M. to meet in regular session on Thursday, January 3d, 1924.

Respectfully submitted,
A. LEE GROVER
Secretary

JAN. 3, 1924

APR. 29, 1924.

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MINUTES OF MEETING - January 3, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, on Thursday, January 3, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: - General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde and
Abraham Jelin.

The Commission, after opening the meeting, immediately went into conference on matters concerning necessary legislation which were to be taken up at the next session of the Legislature.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 1:00 P.M. to meet in regular session again at 2:00 P.M. The Commission resumed its meeting as agreed at 2:00 P.M. with the same members present as at the morning session.

Right of Way-Route 4, Perth Amboy

State Highway Engineer Sloan presented to the Commission an agreement for the purchase of property from the C. Pardee Works as necessary to be acquired on the right of way for the New Amboy Bridge, in which agreement the C. Pardee Works conveyed to the State for the sum of $67,143.77, three parcels of their property, it being understood that the office building now on this property reverts to the C. Pardee Works and shall be removed to their own property within sixty days from the date of the approval of title. Commissioner Kidde moved that the State Highway Commission approve the purchase of property necessary for the right of way on the New Amboy Bridge from the C. Pardee Works of Perth Amboy for the sum of $67,143.77 in accordance with an agreement of sale dated December 6th, 1923, subject to approval of the said agreement by the Attorney General's Department. This was seconded by Mr. Jelin adopted.

A. G. A. Signs

The Secretary presented a communication from Mr. H. V. Osborne, President of the State Board of Public Utility Commissioners, requesting the removal of highway light-house, located at the approach of the tracks of the West Jersey & Seashore Railroad, Wildwood Branch, where it crosses State Highway Route 14, in view of the fact that the Railroad Company has installed a standard red light flashing signal. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in accordance with the instructions from the Public Utility Commissioners, a notification be forwarded to the American Gas Accumulator Company, requesting them to remove the highway light-house now in this location,

New Jersey Constructors' Ass'n.

The Secretary presented a communication from the New Jersey Constructors' Association advising that a Committee of its membership was considering changes in the standard specifications as now used by the New Jersey State Highway Department, and in a spirit of cooperation were desirous of a hearing before the State Highway Commission with a view toward explaining such changes as they might deem beneficial to the tax-payers of the State, and to the contractors. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and acknowledged, the Secretary to advise the New Jersey Constructors' Association that a hearing would be granted its Specifications Committee on Tuesday, January 8th, for one hour, beginning at 10:00 o'clock. In connection with the foregoing matter, State Highway Engineer Sloan advised that the County Engineers were also taking up the matter of specification revision with a view toward having uniformity in State, county and township specifications. The County Engineers were desirous of ascertaining whether the State Highway Commission would permit the inclusion of patented types of paving as a part of the standard specifications, inasmuch as these patented pavements had been omitted from the specifications during the year 1923. State Highway Engineer Sloan stated to the Commission that the specification was merely used as a reference book, and for this reason he would recommend the inclusion of the most important types of patented bituminous paving as part of the specification book in order that the counties may use these types in obtaining competition under the provisions of the Mathis Act. After further discussion on this matter, Commissioner Jelin moved that it be placed on the table for two weeks. This was seconded by Mr. Kidde and adopted.

The Secretary informed the Commissioners that the meeting of the Highways Committee of the New Jersey Chamber of Commerce, to which the Commission had been invited, would be held on Friday, January 4th at 6:00 P M. at the Hotel Robert Treat, Newark, N. J.

Cape May-Lewes Ferry

Commissioner Kidde directed the attention of the Commission that in connection with the study to be made of the Cape May-Lewes Ferry, a promise had been made at the Atlantic City meeting by one of those in attendance that the Commission would be furnished with a history of the ferry boat services, which plied between Cape May County and Delaware in past years. The Secretary informed the Commission that this had been promised by Mr. Ogden of the Cape May Chamber of Commerce, and he was directed to get in touch with Mr. Ogden and have this information forwarded for the use of the Committee.investigating the Cape May-Lewes Ferry.

Route 16, Section 2

State Highway Engineer Sloan reported the completion of Route 16, Section 2, Mine Mount Road to Bedminster Corner, as of December 22, 1923. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this matter be referred to Commissioner Stewart for final inspection.

Route 6, Section 12-A.

State Highway Engineer Sloan reported to the Commission the completion of Route 6, Section 12-A, Broad Street, Bridgeton. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that final inspection of this work be referred to Commissioner Jelin.

County Avenue, Hudson County

Commissioner Kidde reported that he had inspected and was ready to move acceptance and final payment on County Avenue, between County Road and the Paterson Plank Road in Hudson County, work done under Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Asphalt Mixing Machinery

Commissioner Stewart offered the following resolution and moved its adoption:

> RESOlVED, that the State Highway Engineer be requested to prepare estimates as to the cost of procuring suitable asphalt mixing machinery, portable in nature, for the laying of bituminous surfaces on small sections of road in isolated localities where satisfactory competition cannot be secured and further that the Maintenance Department be requested to furnish an estimate of cost for providing and laying such short sections of Sheet Asphalt pavement, as would be necessary in the case of Main Street, Clifton.

New Brunswick Bridge

State Highway Engineer Sloan reported that the Chairman had made inquiry concerning the progress on the new bridge at New Brunswick, and he had informed him that the only action which could be taken was the same as he had recommended to the Commission before, namely: that the Commission could place itself on record with the State House Commission as to its purpose and the route to be followed. Commissioner Jelin inquired whether there was any opinion from the Attorney General as to the right of the State Highway Department to condemn property owned partly by the State. The Secretary advised that an opinion had been verbally received to the effect that the State cannot condemn public, ecclesiastical and cemetery property, but this was not in written form. Commissioner Kidde, therefore, moved that the Secretary be requested to obtain the decision of the Attorney General in writing relative to whether or not the State Highway Commission can condemn property partly purchased by endowment and partly owned by the State.

Excess Loading on State highways

State Highway Engineer Sloan reported to the Commission that he had held a conference with Motor Vehicle Commissioner Dill, relative to the granting of permission for the carrying of excess loads beyond that specified by the Law over the highways, and it was the feeling of Commissioner Dill that the present law was entirely adequate, if not already excessive, and he did not believe that the State Highway Commission should grant any authority beyond that already specified in the law.

Route 11, Belleville

State Highway Engineer Sloan presented to the Commission as requested at a former meeting, a statement of the estimate of cost of the reconstruction of Route 11, through the Town of Belleville, which statement showed a total cost of reconstruction in the amount of $371,380.00, of which the State's share of 22 feet width, inclusive of the trolley track area, was $167,727.50, and the extra widening to be paid for by the Town of Belleville amounted to $203,652.50. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be placed on the list of projects to be considered when money is found available. State Highway Engineer Sloan called attention to the fact that just as this estimate is submitted for Belleville, in all future improvements where trolley tracks are to be considered in the improvement, plans were being made to have the trolley track area included as part of the 22 feet of the paved width to be provided by the State, since it was found that where there was no provision for the trolley track paving, these 22 feet, as furnished by the State with two 11 foot strips on each side of the trolley tracks, became nothing more than parking space for automobiles, through municipalities. All of the Commissioners expressed approval of the plan suggested by the State Highway Engineer for the inclusion of trolley track width of pavement in the amount to be paid for by the State.

Added Routes for Federal Aid 7%

State Highway Engineer Sloan presented to the Commission a report with maps showing routes to be added to the Federal Aid 7% System, and which would take all the remaining mileage necessary to complete this 7% System. Commissioner Kidde stated that he desired more information concerning the fact as to whether it would be possible to make any changes in this system after the total mileage had been agreed upon and he moved that the matter be referred to the Committee to take up with Mr. MacDonald, Chief of the Bureau of Public Roads, in Washington, on Wednesday next, in order to determine whether any substitutes might be made in this final mileage report after same was rendered to the Federal Department. This was seconded by Mr. Jelin and adopted.

Extension of Time-Springfield Avenue-New Providence Road

On recommendation of State Highway Engineer Sloan, Commissioner Jelin moved the approval of an extension of time to November 1st, 1923, on Springfield Avenue-New Providence Road, Warren County, Motor Vehicle Aid. This was seconded by Mr. Kidde and adopted.

Georgetown Road, Salem County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the George town Road, Upper Penns Neck Township, Salem County, Township Aid. This was seconded by Mr. Kidde and adopted.

Employment

On recommendation of the State Highway Engineer, Commissioner Jelin moved the ratification of the following employment as made since the last meeting of the Commission: Harry Baum, Gravel Patrolmen, effective January 1st, 1924 at $93.00 per month. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 1

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of the purchase of property needed on Route 1, Nottingham Way, for drainage purposes from the Estate of C. C. Rogers, for the consideration of $1,000.00. This was seconded by Mr. Stewart and adoped.

American Road Builders' Convention

The Secretary called the attention of the Commission to the fact that the American Road Builders' Convention would be held during the week beginning January 14th and reservations were being made for the Commissioners who would attend this meeting.

Annual Report

The Commission next took up for discussion with the State Highway Engineer, the matter of the Annual Report for the year 1923. State Highway Engineer Sloan informed the Commission that the report was now in preparation and could be prepared, with the exception of the financial statements, early in January, but the financial statements, due to the closing of the books on December 31st, would take approximately one month for completion. Commissioner Stewart stated that in view of the fact that the Legislature would convene early in January and may desire such information and statistics which would be contained in the report of the Commission,he would suggest that a skeleton form of the subjects covered in the Annual Report be prepared for the Legislature, with a statement advising that these are matters being considered and on which there is information available, but that owing to mechanical impossibilities of completing the report because of the ending of the fiscal year on December 31st, this skeleton outline is prepared in order that if any facts are necessary which may have a bearing on legislation, which they have in mind, the same will be immediately made available. After further discussion, Commissioner Kidde suggested that the State Highway Engineer present his Annual Report, which would include reports from all the Division Heads, to the Chairman of the State Highway Commission on or before February 2nd, 1924, and that the Chairman prepare the Annual Report for the State Highway Commission as soon thereafter as possible in order that sufficient copies of the report might be prepared and forwarded to the Governor.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting adjourned at 4:45 P.M. to meet in regular session on Tuesday, January 8th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - January 8th, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, January 8th, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde and
Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of November 20th, and moved the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of November 27th and moved the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of December 4th and moved the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Burlington County Hearing

The Secretary advised the Commission that a delegation from the Burlington County Board of Freeholders was present concerning Burlington County Highway matters. On motion, duly seconded, a hearing was granted. There appeared Mr. Charles E. Stout, Chairman of the Road Committee, J. L. Wright, Director of the Board, County Engineer H. P. Smith, and County Road Supervisor McFarland. Mr. Stout acted as spokesman for the delegation and advised that the County of Burlington was very desirous of securing, in the improvement by the State, that portion of the Mathis Highway which lies in Burlington County from Browns Mills to the Ocean County Line. They also desired State Aid upon a section of Road between Medford and Hammonton, the same being an important connecting link to Atlantic City. In addition to this, aid was requested on a length in the Kings Highway from Moorestown to Haddonfield. On these latter two sections it was proposed to reconstruct with gravel, making the same suitable for traffic. The County officials spoke of the satisfactory results obtained in Burlington County by the placing of bituminous surface upon the old macadam and telford foundations, and stated that at the present time these roads were better than a section of concrete on Route 2 as improved three years ago.

Commissioner Kidde undertook to explain to the County Board that the State Highway Commission was very desirous of assisting the various counties of the State in their road undertakings, but due to the major projects at Jersey City and Camden, the State Highway Commission had no funds with which to construct or maintain those additions to the State Highway System which were adopted by the Legislature after the $40,000,000 Bond Act became effective. He suggested that the county officers use their influence in order that the Legislature might determine means whereby funds could be made available for such work. As far as the State Aid was concerned, there appeared to be no funds from which at the present time this could be granted, but as soon as there were funds available the request would be given consideration.

New Jersey Constructors' Ass'n.

The Secretary informed the Commission that in accordance with invitation extended at the last meeting, a delegation from the New Jersey Constructors' Association was present to discuss matters of revision in the 1924 specifications. On motion, duly seconded, a hearing was granted. There appeared Mr. T. J. Wasser, of the Public Service Production Company, Mr. Kavana~~u~~gh and Mr. Erwin of the Union Paving Company, all of these composing the Specifications Committee from the New Jersey Constructors' Association. Mr. Wasser advised that although a definite appointment was made for this day, the Specifications Committee was not yet ready with all of its recommendations, and he expressed a desire that the privilege be extended to his Committee for the submitting of a brief on the matter of specification revision to the State Highway Commission, and that after ample time had been given for the subjects to have consideration, that another date be set for a hearing. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a hearing be granted the Committee from the New Jersey Constructors' Association after a brief has been submitted by them.

Postponement of Bids

Mr. [illegible] further inquired of the Commission whether it would be possible to arrange the postponement of the receipt of bids on Route [illegible], Section 11, from January 21st to January 28th, in view of the fact that a number of contractors will be in attendance at the American Road Builders' Association Convention in Chicago, and will not have sufficient time to make up bids on the work. On motion by Mr. Kidde, seconded by Mr. [illegible], the State Highway Commission directed that the receipt of bids for Route [illegible], Section 11, be changed from January 21st to January 28th, at the same hour.

Request for Aid-Monmouth County

The Secretary informed the Commission that a delegation from the Monmouth County Board of Freeholders was present concerning aid on the Smithburg-Freehold Road. There appeared Mr. H. G. Borden, Chairman of the Road Committee, and George K. Allen, County Engineer. Mr. Allen presented completed plans for the Smithburg-Freehold Road, Section [illegible], and advised that aid was requested from the State on this work which was [illegible].13 miles long, at a total estimated cost of $108,000.00. He informed the Commission that it was proposed to apply the State Aid balance existing in the amount of $7,[illegible].00 on this work, and the county desired aid from the State to the extent of 40%. Mr. Kidde explained to the delegation that projects now under consideration by the Commission are such that it was impossible at the present time to determine whether there are any funds available to the State Highway Commission. Mr. Allen stated that Monmouth County had received no aid from the State for new construction projects during the last two years. The Secretary informed the Commission that a request for aid on this work was placed in the special file until such time as it was determined that balances would remain to the State Highway Commission that would be applicable for such work, and he also advised that until the closing of the books, this balance would not be determined upon. On motion by Mr. Kidde, seconded by Mr. [illegible], the plans and specifications were ordered received and the matter of aid was held up for later consideration.

Reimbursement-Monmouth Co.

Mr. Borden inquired as to the date when reimbursement would be paid by the State upon work which the county had performed in the amount of $200,000.00, being due in 1924. The Secretary advised that as soon as the 1924 funds were certified to the State Highway Commission, same could be authorized to the several counties, which was expected to be on or before March 1st.

Good Roads Association

The Secretary presented a communication received by the Chairman from Harry J. Meixell, Secretary of the Good Roads Association of New Jersey, in which a request was made for various statistics and data in connection with the Advisory Board Reports and funds of the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged and that Mr. Meixell be advised that the State Highway Commission will be glad to have him come to Trenton and obtain any information that may be available in the records of the State Highway Department on the subjects mentioned in his communication.

Mr. Schiller's Appointment Requested

The Secretary presented a communication received from Senator Pierson by Chairman Scott, recommending the appointment of a Mr. Schiller for the position of Title Searcher, since he had passed the recent examination. A similar communication was presented from David S. Forman of Elizabeth, New Jersey, on behalf of Mr. Schiller. The Secretary informed the Commission that the certification had not yet been made by the Civil Service Commission of the eligible list for this position. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and acknowledged with the advice that the State Highway Commission will be glad to consider the matter of appointment when the certification list of those who passed the examination are received from the Civil Service Commission.

Request Aid- Warren Co.
Bristol Corner-West Portal Road

The Secretary presented a communication from Mr. H. M. Riddle of Asbury, New Jersey, requesting the consideration of the Commission toward giving aid on the Bristol Corner-West Portal Road, in

Bethlehem Township, Warren County. State Highway Engineer Sloan advised that this was entirely a township road and outside the jurisdiction of the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered acknowledged with the advice that the State Highway Commission can do nothing in the matter, since it is entirely a township project.

J. Arthur Stowe-Communication

The Secretary presented a communication from J. Arthur Stowe, enclosing a copy of a communication forwarded by him to the Hudson County Consolidation League, on the matter of highway traffic in the vicinity of Jersey City and the New Vehicular Tunnel. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file with thanks.

Hoboken Chamber of Commerce Meeting

Commissioner Kidde took occasion at this time to advise that he had attended a meeting on the 7th inst. with a group of men from the Chamber of Commerce of Hoboken, N. J., and advised that it was their desire to have an outlet for traffic from Hoboken to the Vehicular Tunnel, which would require the widening of Hoboken streets to connect with Grove and Henderson Streets. This would also form a connection from the Vehicular Tunnel to the Paterson Plank Road. State Highway Engineer Sloan advised that in the Advisoyr Board report of the Vehicular Tunnel traffic, special mention was made that the existing streets would provide for traffic to Hoboken and any connections were necessarily local improvements. Commissioner Kidde stated that this matter would be brought out at the hearings to be held by the Commission at a later date.

Highway Lighthouse Removal

The Secretary presented a communication from the Central Railroad of New Jersey, requesting the removal of a highway lighthouse from the Seventh Avenue grade crossing in Belmar, N.J. to another point on the highway where it would not conflict with the new automatic flashing signal of the Railroad Company. On motion by Mr. Kidde, seconded by Mr. Stewart, the matter was ordered referred to the Public Utility Commission for their investigation and advice on the matter, and that a communication be forwarded to the Central Railroad of New Jersey, advising them of this action.

State Highway Commendation-Hackettstown

The Secretary presented a resolution from the Common Council of the Town of Hackettstown, commending the State Highway Commission for its cooperation in the vicinity of Hackettstown. On motion by Mr. Stewart, seconded by Mr. Jelin, the resolution was ordered received and acknowledged with thankful appreciation.

Pensauken Township Request

The Secretary presented a communication from Senator Albert S. Woodruff of Camden County, New Jersey, with advice that the people of Pensauken Township and Town of Merchantville are to hold a meeting on Tuesday evening, January 15th, and desired permission for Mr. Williams, Division Engineer of the State Highway Department to appear before the meeting to discuss the Crescent Highway where it cuts through these places. State Highway Engineer Sloan advised that Mr. Williams will be in Chicago, attending the American Road Builders' Association conferences on the 15th and it would not be possible for him to be present at that time. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged, and that Senator Woodruff be advised that it would be impossible for Mr. Williams to attend and that it will probably be much better to have the local body formulate their ideas among themselves and have the same ready for presentation when public hearings are arranged, to which they will certainly be invited.

Morris County-Motor Vehicle Funds

The State Highway Engineer presented a resolution from the Morris County Board of Freeholders, requesting that the State Highway Commission reserve from the 1924 Motor Vehicle Funds the same allotment as was made in 1923, for the Long Valley Road in order that the 1923 account might be released for the payment to the county of the account as already rendered to the Commission. State Highway Engineer Sloan recommended action in view of the fact that work on the Long Valley Road could not be undertaken until the present year. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

Commission approved the recommendation of the State Highway Engineer and authorized the release of 1923 Motor Vehicle Funds to Morris County as set up for the Long Valley Road, and directed that an account be set up from the 1924 funds in the same amount covering this improvement.

Route 5, Section 13-Right of Way

On recommendation of the State Highway Engineer, Commissioner Jelin moved the purchase of property on Route 5, Section 13, Budd Lake-Netcong section, from Mrs. Ellen J. Allen, for the consideration of $140.00. This was seconded by Mr. Kidde and adopted.

Newton-Yellow Frame Road, Sussex Co.

State Highway Engineer Sloan presented to the Commission for its approval, a resolution from the Board of Freeholders of Sussex County, rescinding action taken by that Board in authorizing a Bond Issue of $190,000.00 for financing the construction of the Newton-Yellow Frame Road under Federal Aid, in view of the fact that the County of Sussex was unable to undertake this improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed the approval of the resolution as adopted by the Sussex County Board of Freeholders, and rescinding action taken by that Board in authorizing a bond issue to finance the Federal Aid construction on the Newton-Yellow Frame Road, this approval carrying with it a withdrawal from Sussex County of any Federal Aid or State Aid granted on this project heretofore.

Perth Amboy Bridge-New, Route 4

The State Highway Engineer presented to the Commission communications from Stillman-Delehanty-Ferris Company, general contractors on the New Perth Amboy Bridge, asking approval of award of subcontracts for the grading and approach work to Graham & McKeon of Perth Amboy, and with the Bethlehem Steel Company for the machinery steel work and electrical work for the operation on the draw span. State Highway Engineer Sloan recommended approval of these subcontracts in accordance with the provisions of the general contract. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the subcontracting of work as recommended by the State Highway Engineer on the contract for the New

Perth Amboy Bridge to Graham & McKeon, of Perth Amboy, and the Bethlehem Steel Company, in accordance with the provisions of the contract.

Cumberland Causeway, Cumberland Co.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of plans and specifications for the Cumberland Causeway, Cumberland County, Motor Vehicle Aid work. This was seconded by Mr. Stewart and adopted.

Buena-Tuckahoe Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of plans and specifications for the Buena-Tuckahoe Road, Section 2, Weymouth Township, Atlantic County, Township Aid. This was seconded by Mr. Kidde and adopted.

Employments

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following list of employments made since the last meeting of the Commission:

Jan. 1, 1924	Geo. Rainey	Motor Truck Driver	$ .40 hr.
" 2, "	Jos.E.Brettell	Mechanic	.60 hr.

This was seconded by Mr. Stewart and adopted.

Bridge Street, Somerville

Request for Aid

State Highway Engineer Sloan presented to the Commission a communication from Mr. L. H. Schenck, Borough Attorney of Somerville, relative to the condition on North Bridge Street, Somerville, which he claims was used as a detour while the road to Pluckemin was being constructed. State Highway Engineer Sloan advised that the road mentioned by Mr. Schenck was not designated as an official detour and if traffic made use of the same, the State Highway Commission could not be responsible. State Highway Engineer Sloan further recommended that the Borough of Somerville be advised that the State Highway Commission is unable to make the necessary repairs in view of the fact that this road was not an official detour. Commissioner Kidde moved the approval of the action of the State Highway Engineer, which was seconded by Mr. Stewart and adopted.

Patented Paving

Commissioner Jelin moved that patented paving specifications as laid on the table at the last meeting be brought up for consideration at this time. This was seconded by Mr. Stewart and adopted. Commissioner Kidde moved that the State Highway Engineer be instructed not to include patent paving specifications in either the State Highway or State Aid specifications for 1924. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 10

Commissioner Jelin presented a communication received from the Councilman (Mr. H. D. Shall) of Fort Lee, New Jersey, in which communication Mr. Shall expressed desire that the Commission arrange for the return of property taken from Mrs. Anna B. Williams, on the line of Route 10, Bluff Road, at Fort Lee, which land was acquired for road construction purposes, but the highway was moved from this location to what is known as the Blue Route. The Secretary informed the Commission that after the line of Route 10 had been changed from the Bluff Road to what is known as the Blue Route, legislation having been passed which would permit the State Highway Commission to give notice of intention to sell property acquired by the State for which there is no use, to the abutting property owners, and that after this notice the property could be disposed of either by private or public sale. Commissioner Jelin moved that before any action is taken, a report be submitted to the State Highway Engineer by the Right of Way Division with advice as to the conditions now existing along the line of this property, and in order that proper notice may be given to abutting property owners in accordance with the Statute of the intention to sell, and that opportunity be extended to the said owners to repurchase the property at a price not less than that paid by the State, and in the event that the owners do not accept, that the same be offered at public or private sale. This was seconded by Mr. Stewart and adopted.

Township Road Maintenance

State Highway Engineer Sloan presented for the consideration of the Commission the matter of township road maintenance as reported to him by Assistant State Highway Engineer Reed. He advised that Mr. Reed recommended that the State Highway Commission set aside the sum of $100,000.00 in order to place the townships of the State in a fair way to properly maintain their roads after they have been once improved with Township Aid funds. State Highway Engineer Sloan advised that inasmuch as the Township Act made it mandatory upon the township receiving aid to set aside $100.00 per mile annually for the maintenance work, he did not feel that the State Highway Commission could give additional funds on this account. Commissioner Kidde moved that a communication be forwarded to each beneficiary of the Township Aid fund, advising them that under the law they are responsible for the maintenance of the roads to the amount of $100.00 per mile, and that the State Highway Commission desires evidence of the fact that the said sum has been expended upon roads or has been set up in budget form to take care of the same. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that copies of the Legislative bills, affecting Highway matters, be reforwarded to each Commissioner by the Secretary.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned its meeting at 2:00 P. M. to meet in regular session on Tuesday, January 22nd, the week of January 14th being given over to the American Road Builders' Association conferences at Chicago.

Respectfully submitted,

A. LEE GROVER

Secretary

MINUTES OF MEETING - January 22, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, January 22, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and
Messrs. Percy H. Stewart, Walter Kidde and
Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of December 18th as mailed by the Secretary and he moved that the same be approved with a correction on Page 4, Paragraph 1, to read "with the assurance to Hunterdon County that assistance would be given by the State when funds become available." This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of the meeting of December 28th, and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Route 16, Section 2

Commissioner Stewart informed the Board that he had inspected the completed work on Route 16, Section 2, Mine Mount Road to Bedminster Corner, and eh would recommend acceptance of the same by the Commission. State Highway Engineer Sloan informed the Commission that acceptance of this work should carry with it an extension of time to the date of completion in view of the fact that the contractor had complied with the demand that the road be opened to traffic in September. Commissioner Stewart, therefore, changed his motion to read as follows:

That the State Highway Commission does accept the completed work on Route 16, Section 2, Mine Mount Road to Bedminster Corner in accordance with the terms of the Reimbursement Act, as entered into with Somerset County, the said acceptance to carry with it an extension of time to date of completion of the contract. This was seconded by Mr. Jelin and adopted.

Washington Township Committee-Hearing

The Secretary informed the Commission that a hearing had been requested by Mr. L. F. Castle, Chairman of the Washington Township

Committee, Morris County, with reference to Township roads, and reported that Mr. Castle was present at this time. On motion, duly seconded, a hearing was granted. Mr. Castle appeared and stated that he desired the Commission to reconsider action taken by the former State Highway Commission, withholding the sum of $6,000.00 as State Aid on the Long Valley-Fairmount Road in Washington Township. He explained that the funds for this work had been borrowed by the Township and they were as yet unable to make payment. He advised the Commission that the money was withheld due to the fact that controversy arose between the Township Aid Division of the State Highway Department and the Township Committee as to the manner in which the work on the Township roads was performed. He went into detail to explain to the Commission the methods employed by the Township in road construction, and stated that the results were very satisfactory. He also informed the Commission that applications were being made by Washington Township for State Aid on other projects and he desired information as to whether or not the State Highway Commission had any further instructions to give Washington Township in order that there might be no difficulty in obtaining payment when due. Commissioner Kidde stated that as far as he could see, there is no reason to persecute Washington Township, but rather to help them, and it would also be necessary for the Township authorities to work with the officers of the State Highway Commission. After further discussion, Commissioner Jelin moved that one of the Commissioners be delegated to visit Washington Township in company with Mr. Reed, Assistant State Highway Engineer, for an inspection of the Long Valley-Fairmount Road and to take up such other propositions as Washington Township might have. This was seconded by Mr. Stewart and adopted. Mr. Jelin accepted the detail of this inspection.

Hunterdon County-Additional State Aid Request

The Secretary informed the Commission that a delegation from Hunterdon County Board of Freeholders was present at this time and desired a hearing. On motion duly seconded, a hearing was granted. There appeared County Counsel Judge Large, County Engineer Davis and members of the Road Committee. Judge Large acted as spokesman and advised that they appeared to find out whether the State Highway Commission could give any definite information as to the possibility of Hunterdon County receiving additional aid from the State upon the improvements contemplated by the county for 1924, in order that they might indicate this amount in the County Budget which was to be prepared on Friday next. Commissioner Stewart informed the delegation that there had been no meeting of the Commission for the past two weeks, and the Secretary advised that as far as the Motor Vehicle funds were concerned, the final statment of the year had not yet been made up, due to the fact that the December receipts had not yet been reported upon by the Motor Vehicle Department. Judge Large reviewed the requests of Hunterdon County as follows:

For the	Flemington-Frenchtown Road -	estimated	cost	$ 75,000
"	" Flemington-White House Road-	"	"	256,500
"	" Maintenance of Roads -	"	"	90,000
"	" Lambertville-Hampton Program-	"	"	25,000

All these amount to a total of $446,000.00, against which the estimated receipts were $122,000.00. He also advised that the county was compelled to raise $80,000.00 in its tax budget to provide for interest on existing bonds. Commissioner Jelin stated that he felt that the proposition as submitted by the county was an ambitious one, and could probably be divided into a three-year program with the assistance of the State. Commissioner Stewart inquired as to whether the county would have use for an additional $20,000.00 allotment if the Commission could see its way clear to give it, and Judge Large advised that Hunterdon County would be very glad to get this, if it would not be misconstrued as interfering with the requests of Lambertville and Hampton, and also the Borough of Frenchtown, since it was felt that the county projects were paramount to the local propositions. The Commission did not agree definitely to give this amount, but asked that the county officers prepare an estimate for the construction of three miles of the most needed highway in the county, which was agreed to be the Flemington-White House Road.

Road Maps ✓

The Secretary informed the Commission that Mr. Ernest Alpers, Secretary of the General Drafting Company, Inc., of New York City.

was present to discuss the matter of a State Road Map. On motion, duly seconded, the hearing was granted. Mr. Alpers was introduced to the Commissioners by Mr. Stewart and advised that being a "Jerseyman" he was interested in having the story of New Jersey's natural assets brought before every auto user in the State, and he felt that the best means to secure this would be to have the State Highway Department distribute to each auto owner a road map which would primarily feature the State Highway System and County Road Systems and would also indicate all good roads in the State suitable for travel on and after May 1st, 1924. He suggested that his company could publish this map in the quantities required for distribution to all automobile owners at a cost of approximately two and four-tenths cents per copy. He exhibited for the information of the Commission the type of map he would recommend, the same being similar to those produced by his company for the Standard Oil Company in 1923. He also advised that if the State Highway Commission desired, his company would be glad to undertake the addressing and mailing of all of these maps at two cents per copy additional, providing the State Highway Commission would furnish the company with the names of the individual car owners. It was estimated that with the furnishing of 400,000 copies the total map cost would be $9,600.00. He guaranteed that delivery could be made of the completed maps in ten weeks from the date of the receipt of the order. The State Highway Commissioners inquired of Mr. Alpers as to the variations in cost in the event the Commission did not desire to send out these maps direct to all car owners, and they were advised that the quantity could be dropped to 200,000 without materially changing the unit price, but below this figure there would be a change since the greatest cost is in the preparation of the map plate. Mr. Alpers also advised that in the event the State Highway Commission undertook to place an order for the maps furnished by his company, there would be an exclusive right to the State Highway Commission in that no other company or individual could secure the privilege of use of the New Jersey map. Mr. Alpers explained to the Commission the methods employed by other states in distributing road maps, and he emphasized the advantages to be accrued by the population in securing a road map, upon the back of which would be sufficient information to make it desirable for the people to make use of the highways. Mr. Alpers presented to the Commission in writing the proposal as made by himself, and he requested the earnest consideration of the State Highway Commission. On motion duly seconded, the matter was taken under advisement by the Commission at this time.

Route 10, Bluff Road

The Secretary informed the Commission that Mr. Shaw, representing a property owner~~s~~ on Route 10, Bluff Road Section, was in the office and requesting that early action be taken on the disposition of property of his client~~s~~. He had been informed of the action of the Commission in extending the privilege to each property owner to repurchase the property at the same price at which the State was the purchaser. In this particular case the Secretary explained that the price paid by the State was $450.00. This was at the time it was proposed to place a new highway on Bluff Road. The owner had a purchaser for the balance of the lot at that time at a price of $2,000.00 but inasmuch as the roadway was deviated off Bluff Road, the purchaser would not pay more than $1,500.00 for that particular lot and the present owner would offer the State $100.00 in return for the property previously taken. The Secretary advised that there was still a further difficulty in the matter of the disposal of property on the Bluff Road, in that a verbal opinion from the Attorney General had informed him to the effect that where property is on a public highway and land is purchased therefrom for the purpose of widening the highway, and the widening is not proceeded with, access must be furnished to the owner of the property to the public road as existing, and it would not be possible to sell at public sale, any of this land which was bought on the Bluff Road. Commissioner Kidde stated that in view of this the Commission should not make any effort to dispose of land on the Bluff Road until a written opinion had been received from the Attorney General's Department covering this point, and Mr. Stewart moved that the Secretary be instructed to request a written opinion from the Attorney General's Department on the matter of procedure and title to property on Route 10, Bluff Road section. This was seconded by Mr. Kidde and adopted. Commissioner Kidde also moved that the State Highway Engineer be directed to prepare a property map, showing the location of all property along Route 10, such as has been acquired by the State Highway Commission, and also those in the process of condemnation. This was seconded by Mr. Jelin and adopted.

Route 7, Corlies Avenue

The Secretary presented a communication from the Borough Clerk of Bradley Beach, New Jersey, requesting the Commission to place that section of State Highway Route 7, from Corlies Avenue to Freehold, in the 1924 Road Building Program, in view of the deplorable condition of the road at this time. State Highway Engineer Sloan informed the Commission that he was prepared to recommend the inclusion of that part of Route 7, between Corlies Avenue and Colts Neck in the State Highway Road Program for 1924, same being part of the road recommended by Bradley Beach. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication from the Bradley Beach Commissioners be acknowledged with the advice that the State Highway Engineer is prepared to recommend to the State Highway Commission the construction of the portion of Route 7 between Corlies Avenue and Colts Neck for inclusion in the 1924 Construction Program.

Cape May-Lewes Ferry-Information

The Secretary presented a communication from the Clerk of Cape May City, forwarding information as requested by the State Highway Commission concerning the ferry boat service between Cape May and Lewes, Delaware, which was operated and discontinued some years ago. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary acknowledge receipt of this information with thanks, and that the same be referred to the Special Committee on the study of the Cape May-Lewes Ferry.

Camden Civic Improvements

The Secretary presented a communication from the Camden Civic Club advising that on Tuesday evening, January 29th, at the North Baptist Church, a meeting will be held to secure opinions concerning the proposed Camden Civic improvements, and requesting that a representative of the State Highway Commission be present to take part or listen. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized Mr. J. A. Williams, Southern Division Engineer, to attend this meeting as a listener, as a representative of the State Highway Commission, and the Secretary was so directed to advise the Camden Civic Club.

Pensauken Township, Change of Date

The Secretary presented a communication from the Pensauken Township Board of Trade, advising that the meeting scheduled for January 15th was postponed to January 22nd at 8:00 P.M. in order that a representative of the State Highway Commission might be present to hear what the Borough of Merchantville and Pensauken Township desire with reference to the construction of the Crescent Route around the City of Camden. On motion duly seconded, Mr. J.A. Williams, Division Engineer, was instructed to attend the meeting of Pensauken Township and the Borough of Merchantville and the Secretary was directed to so inform the local authorities, it being understood that Mr. Williams would not take part in the discussions but will merely act as a listener for the State Highway Commission.

Merchantville Hearing-Request

The Secretary presented a communication from the Mayor of the Borough of Merchantville, requesting a hearing for his Borough in the matter of the Camden Advisory Board plans after the same is arranged. On motion duly seconded, the State Highway Commission directed the Secretary to notify the Borough of Merchantville to the effect that due opportunity will be given for a hearing when same is arranged.

Route 1, through Elizabeth

The Secretary informed the Commission that communications were received with resolutions protesting against the proposed Advisory Board report for Route 1 through the City of Elizabeth and suggesting another route from the City Commissioners of Elizabeth, from the Board of Public Works of the City of Elizabeth, and from the Chamber of Commerce of the City of Elizabeth. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that these communications be respectfully acknowledged with the advice that the interesting information contained therein will be carefully reviewed by the State Highway Commission, and at the proper time a hearing will be arranged, bearing on this subject.

Federal Aid for Advisory Board Routes

Commissioner Kidde informed the Commissioners that he had received a copy of a bill introduced in Congress which would give the Bureau of Public Roads $100,000,000 for road purposes and to which was attached a "rider" which would give forest roads a flat sum of $10,000,000. He recommended that some method be employed whereby the sum of $5,000,000 could be requested to be allocated for the Gateway Road from the Hudson Tunnels to Jersey City and from Philadelphia by way of the Bridge to Camden. He further discussed with the Commission the results of a conference held with the Chief of the Bureau of Public Roads, Mr. T. H. MacDonald at Washington, at which time Mr. MacDonald stated that the Advisory Board reports as presented by the State of New Jersey were, to his knowledge, the highest type of highway engineering which had as yet come to his attention, and he believed that the matter of providing proper terminals for entrance and exit of highways by the states should receive proper consideration from the Government in the distribution of Federal Aid funds. He advised that the bill for Post Roads, as introduced, was known as H. R. 4971. Commissioner Stewart suggested that it might be well for the Commission to prepare a suitable resolution which could be forwarded to the New Jersey Senators and Representatives at Washington, which would further the request for additional aid to the State of New Jersey on account of these Advisory Board problems. The further discussion of this matter was, however, laid over for later consideration.

Chestnut Neck Battle Monument

The Secretary presented a communication from Mrs. Joseph Thompson of Ventnor, New Jersey, advising that in accordance with the suggestion of the State Highway Commission, the General Lafayette Chapter of the D. A. R. had introduced a bill in the Legislature for the apportionment of funds sufficient to move the Chestnut Neck Battle Monument and requesting that the State Highway Commission give such aid as possible in bringing about the passage of this bill. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary acknowledge receipt of the communication and advise that the State Highway Commission will be very glad to furnish any Senators or Assemblymen with information such as is in the hands of the State Highway Department bearing on the subject of the Chestnut Neck Battle Monument.

King George's Road, Woodbridge

The Secretary presented a communication from the "Woodbridge Leader" complaining on behalf of the residents, of the condition of King George's Road to Fords and New Brunswick, which road was recently reconstructed and later used as a detour while the Amboy Road was impassable, due to paving operations. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered referred to the Engineering Department for report and investigation at the next meeting of the Commission.

Amboy Bridge-Route #4

The Secretary presented a communication from the Stillman-Delehanty-Ferris Company, contractors on the New Amboy Bridge, advising that they have received a copy of a notice from McCarter & English, Attorneys for the Donnell Lumber Company with regard to providing that there may be delay on this account in the completion of the Amboy Bridge. In this connection the Secretary informed the Commission that under date of January 16 a legal notice was received by the State Highway Commission advising that in taking possession of the property of the Donnell Lumber Company by virtue of a petition dated December 11th, 1923, the owners of the property, W. J. Donnell Company, were prevented from access from one part of said property to the other, and giving notice that access should be provided forthwith; further advising that upon disregard of the notice, the Highway Commission and the contractors will be considered as trespassers. State Highway Engineer Sloan also informed the Commission that in line with this same matter there had arisen a condition with the National Fire Proofing Company, whereby they have made no provision as yet for the rebuilding of kilns which are in the line of the right of way where it was necessary for the contractors to commence to place the fill for the approaches to the Amboy Bridge. Any delay in the time required for the construction of the kilns would restrict the work of the contractor on the Amboy Bridge, and for this reason he had arranged a conference with the contractor on Wednesday, January 23d, for the purpose of ascertaining just how serious a delay of this kind will be in the work. Commissioner Stewart stated that in view of all of these matters there were presented a number of legal questions which should be considered with the Attorney General's Department. Commissioner Jelin advised that in this connection Assistant Attorney General Newcorn had handled the Amboy Bridge problems and in view of the fact that the office of the Attorney General is to be placed in the hands of Mr. Katzenbach, there was reason to believe that some other arrangements would have to be made in order to retain the services of Mr. Newcorn for the Amboy Bridge work, and he suggested that the entire matter be held over for further consideration at the next meeting.

Right of Way Agent Vollmer was present at this meeting, and stated that the Donnell Lumber Company was not restrained from access to any part of its property, and he suggested that arrangements be made for the State to dedicate for a public highway the said strip of land connecting one part of the Donnell Lumber Company with the other, and as an entrance on Route 4. No action was taken by the Commission at this time.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:30 P.M., to meet in regular session again at 3:00 P.M. The Commission reconvened at 3:00 P.M. as agreed with the same members present as at the morning session.

Route #9, Section 7, Somerville

The Secretary presented a communication from the Borough of Somerville, advising of the acceptance of Route 9, Section 7, Main Street, Somerville, on January 18, 1923. The Secretary explained that in checking over the records of the Department, it was discovered that former State Highway Commissioner Thomas E. Collins had inspected Route 9, Section 7, on December 26, 1922, with a view to acceptance on the part of the State Highway Commission. This could not be confirmed by the Commission because of the fact that no final resolution of acceptance had been received from the Borough Counsel, and in view of the receipt of this at the present time, it was recommended that the Commission accept the completed work on

Route 9, Section 7, Main Street, Somerville, in accordance with the terms of the Reimbursement Act as entered into with the Borough of Somerville. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the completed work on Route 9, Section 7, Main Street, Somerville, in accordance with the terms of the Reimbursement Act.

Shore Relief Route Protest

The Secretary presented a communication from the Community Club of South Amboy protesting against the proposed Shore Relief Route between South Amboy and Keyport, and requesting an opportunity to take the matter up with the State Highway Commission at a meeting at Cheesequake Community Club on January 24th next. On motion by Mr. Jelin, seconded by Mr. Kidde the communication was ordered received and acknowledged with the advice that the State Highway Commission will be very glad to learn and consider any suggestions the people along the line of the Advisory Board Routes may have, and that at a later date a duly advertised hearing will be held at which time all interested parties will be given a hearing on the matter as a whole.

Road and Bridge Bonds

The Secretary presented a communication from the Kiwanis Club of South Orange and Maplewood, requesting the State House Commission to consider the advisability of increasing the life of road bonds from 10 to 15 years, and bridge bonds from 15 to 30 years. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Route 9, Section 11

The Secretary presented a communication from Judge William A. Coddington of Plainfield, requesting a hearing, if same was deemed necessary, on the matter of the construction of Route 9, Section 11, Plainfield to Lincoln Avenue. The Secretary informed the Commission that State Highway Engineer Sloan had forwarded a communication to Judge Coddington bearing on this matter. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to advise Judge Coddington that if a hearing was still desired the same could be arranged for Tuesday, January 29th.

Morgan Grade Crossing Elimination

Commissioner Kidde advised that he had received a communication from the Kiwanis Club of Newark, requesting that special attention be given to the elimination of the grade crossing at Morgan, and he requested that the Secretary forward him a copy of the communication which was being sent to all who make inquiries of this kind, in which was indicated the fact that the State Highway Commission had already authorized the work to proceed toward the elimination of the Morgan Grade Crossing. State Highway Engineer Sloan advised the Commission that a difficulty had arisen in connection with the elimination of the Morgan Grade Crossing, in that the railroad company is not willing to pay the entire cost of the bridge structure, which amounts to $97,000.00, but is willing to pay the sum of $60,000.00. This matter had been the subject of controversy between the railroad and the State Highway Commission, and the Public Utility Commissioners' Representative, Mr. Maybury, and the State Highway Engineer had finally advised that he would recommend for acceptance an offer of $75,000.00 from the railroad, which, however, had not yet been received. Commissioner Stewart advised that he had recently learned of a Supreme Court decision, in which the railroad company was duty-bound to pay for the cost of a new bridge wherever the highway is changed and a necessity for elimination could be shown. State Highway Engineer Sloan advised that this was realized by the railroad company, but that it would be necessary to take considerable time in compelling the railroad company to entirely pay for the cost of an overhead structure. Commissioner Stewart recommended that the entire matter be held in abeyance until a conference could be arranged with the incoming Attorney General in order that it may be definitely settled, and he moved that a conference be held with the Attorney General on the question of the obligation of the railroad company to pay the necessary expenses to make a proper elimination and what procedure should be followed toward this end. This was seconded by Mr. Kidde and adopted.

Somerset Crystal Spring Farms Complaint

The Secretary presented a communication from the Somerset Crystal Farms, Inc., complaining of the condition at their property due to the construction of Route 16, Section 6, and advised that damages will be sought for inconveniences caused the business at this place. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered referred to the State Highway Engineer for investigation and report.

Rancocas Hunt Club

The Secretary presented a communication from the Rancocas Hunt Club, at Brown's Mills in the Pines, advising that a hunt club is being developed between Whitings and Browns Mills, and offering the State Highway Commission use of gravel on adjoining lands for the repair of the Browns Mills-Lakehurst Road. On motion by Mr. Stewart seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to notify the Rancocas Hunt Club to the effect that this road is not yet a part of the State Highway System

State Highway Commendation

The Secretary presented a communication from the Harding Township Committee expressing appreciation for the efficient work of the State Highway Department in maintaining the detour of roads of Harding Township as used during the construction of Route 16, Section 6, Passaic River to Morris Township Line. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received with thanks and appreciation.

Contractors'Bonds

Commissioner Jelin moved that with a view of reviewing the high cost of the contractors' bonds, representatives of the large bonding companies be requested to meet with the Commission at the meeting next Tuesday for the purpose of going over such facts as they may wish to present to the State Highway Commission as justification for the present rate of State Highway contract bonds. This was seconded by Mr. Kidde and adopted.

Newark Auto Show Exhibit

The Secretary presented to the Commission a report on the Exhibit of the State Highway Department at the Newark Auto Show, held January 12th to 19th, and in which the Department was complimented by the Manager of the Newark Auto Show for the manner in which the exhibit was conducted. On motion by Mr. Kidde, seconded by Mr. Jelin the State Highway Commission directed that the Secretary forward a letter complimenting the members of the Department who were responsible for the assembling of such a splendid exhibit as was presented at the Newark Auto Show. The Secretary advised that inquiries had been received as to whether the State Highway Commission would permit the showing of this exhibit at other automobile shows around the State as would be held, and on motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the placing of a State Highway Exhibit at each of the automobile shows where space will be provided for the Highway Department.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 11, Passaic Avenue, Clifton

The State Highway Engineer presented to the Commission reports concerning the inspection of Route 11, Passaic Avenue, Clifton, by Commissioner Kidde together with the Northern Division Engineer, and he recommended that this work be accepted by the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 11, Passaic Avenue, Clifton, in accordance with the recommendation of the State Highway Engineer.

Blackwell Street, Dover, Route 5

State Highway Engineer Sloan presented a report in connection with the proposed paving of Blackwell Street, Dover, a section of Route 5, and he recommended to the Commission that notification be forwarded to the Morris County Traction Company of the intention to proceed at once with the paving of Blackwell Street, Dover, making a demand on them that they at the same time comply with the conditions of their franchise and install a pavement of similar character to that to be placed by the State, between the rails of their tracks and for two feet outside, which paving will make it necessary for the Traction Company to reconstruct its tracks. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the inclusion of Blackwell Street, Dover, a section of Route 5, in the construction program for 1924, and directed that notification be forwarded to the Morris County Traction Company as recommended by the State Highway Engineer.

Route 14, Section 9, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance of the following quit claim deeds on Route 14, Section 9, Swainton to Oceanview, with an expression of thanks from the Commission for the cooperation extended. This was seconded by Mr. Stewart and adopted.

Frank Capelli, Barthelomew Campodonico & Wife	consideration	$1.00
Annie M. Willette & Henry W. Townsend	"	1.00
Kathleen R. VanDright	"	1.00
Eugene Meher & Wife	"	1.00
Belle S. Coleman et als	"	1.00

Route 14, Section 8, Right of Way

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance of quit claim deeds as follows on Route 14, Section 8, Oceanview to Seaville, and directed that a communication of thanks be forwarded:

Joseph B. Thomas & Wife	consideration	$1.00
Alla D. Sherry	"	1.00
Ralph Burton Evans	"	1.00
John Hancock	"	1.00
Minnie W. Holmes	"	1.00
Lilburn H. Townsend	"	1.00

This was seconded by Mr. Kidde and adopted.

Route 3, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase of property from William G. Frank on Route 3 at Waterford for the sum of $50.00. This was seconded by Mr. Stewart and adopted.

Route 15, Section 5, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase agreement for Parcel #3 on Route 14, Section 5, Millville-Menantico section, from Harry Ackley for $200.00, this purchase to put an end to condemnation proceedings now under way. This was seconded by Mr. Stewart and adopted.

Route 2, Section 4, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase of Parcel #10 on Route 2, Section 4, in the City of Burlington, from the Holland Company, for the consideration of $1.00. This was seconded by Mr. Stewart and adopted.

Route 16, Section 6-A, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase agreement for Parcel #10, at Bridge 32.2 on Route 16, Section 6-A, from Edward W. Scudder for $1.00 and for easement over Parcel #14 for $1.00 from the same owner. This was seconded by Mr. Stewart and adopted.

Route 14, Section 8, Right of Way

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase agreement from Charles J. Hassiepan and wife for the consideration of $20.00, and from Emma V. Godfrey for the consideration of $1.00, on Route 14, Section 8, Swainton to Ocean View. This was seconded by Mr. Stewart and adopted.

Route 14, Section 8, Right of Way

On recommendation of the State Highway Engineer. Commissioner Jelin moved the approval of purchase of Parcel #4 on Route 14, Section 8, from William S. Small & wife for the consideration of 100.00 ~~$1.00.~~ This was seconded by Mr. Kidde and adopted.

Route 14, Section 9, Right of Way

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase agreements for the acquisition of quit claim deed from R. H. Clayton for property on Route 14, Section 9, Ocean View to Seaville, for the consideration of $1.00, and by purchase from Rodney VanGilder for the sum of $35.00 and from George E. Gandy for the sum of $40.00. This was seconded by Mr. Kidde and adopted.

Federal Aid Seven Percent System

State Highway Engineer Sloan again presented to the Commission~~ers~~ the matter of specifying the completed Seven Percent System of Federal Aid Highways in New Jersey, and he recommended the adoption of the following Routes as completing the Seven Percent System, subject to the possibility of making a substitution and changes as agreed upon with the Chief of the Bureau of Public Roads, Mr. T. H. MacDonald at Washington, at a conference between Commissioners Kidde and Jelin, and the State Highway Engineer:

Trenton,-New Brunswick (via Brunswick Pike) - - - - - - - -	22.5 mi.
Camden, Mt. Holly, Pemberton, Browns Mills, Lakehurst, Toms River -	52.0 mi.
Far Hills, Chester, Netcong, Newton, Branchville, Layton, Dingmans -	47.0 mi.

Bordentown, Mt. Holly, Medford, Indian Mills, Hammonton 41.0 mi.

On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation of the State Highway Engineer for the completion of the 7% Federal Aid System was unanimously approved.

Bergen Turnpike, Hudson County

On recommendation of the State Highway Engineer, Commissioner Jelin moved that $3,171.25 be transferred from the 1923 Motor Vehicle Aid apportionment to Hudson County, to work on the Bergen Turnpike, Hudson County, in order to pay for supplemental contract on this work. This was seconded by Mr. Kidde and adopted.

Route 5 Section 6

Speedwell Avenue, Morristown

The State Highway Engineer presented to the Commission, as requested, two estimates for the concrete paving of the area occupied by the Morris County Traction Company on Route 5, Section 6, Speedwell Avenue, Morristown. The total estimated cost for a single track from Station 0 plus 65, and double track from Station 51 plus 65 to Station 75 plus 16 was $85,484.50, and the estimate for paving double track width for the entire length of the project is $96,001.00. After discussion, Commissioner Kidde moved that a report be made to the City Officials of Morristown and County Officials of Morris County, transmitting the figures and reciting the fact that the State Highway Commission has revised the estimates on the concrete and is still prepared to pay 60% of the cost of the work, provided arrangements are made for the payment of the balance. This was seconded by Mr. Jelin and adopted.

Route 4, Ocean County

State Highway Engineer Sloan presented to the Commission a form of resolution and notice to the Board of Freeholders of Ocean County covering the abandonment of certain sections of the Route 4, between Laurelton and Lakewood, occasioned by the revisions in the line after the route was constructed, and he recommended that a proper resolution be forwarded to the County of Ocean. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution and directed that the same be forwarded to the Board of Freeholders of Ocean County:

WHEREAS, in accordance with the provisions contained in Article #3, Chapter #14, Laws of 1917, and the amendments thereto in Chapter 20, Laws of 1919, the State Highway Commission may, by resolution, take over as a State Highway, any routes, route, or parts thereof, or vacate parts thereof,

BE IT RESOLVED, that the State Highway Commission does abandon and vacate as part of the State Highway Route #4, effective February 1, 1924, certain described portions, and thus relinquish responsibility for the improvement and maintenance of such portions of the said route taken over May 1, 1920, between Laurelton and Lakewood, in Brick Township, Ocean County, being more particularly described as follows:

Portion #1

Beginning at a point on the center line of the road, as taken over, between Laurelton and Lakewood, said point being thirty-three (33) feet from the center line of the present State Highway Route 4, Section 14, as constructed, at a Station 53 plus 14, more or less; thence (1) north fourteen degrees, thirty-six minutes west (N14°36'W) a distance of three hundred sixty-five (365) feet more or less to a point; thence (2) north eighty-six degrees, fifty-seven minutes west (N86°-57'W) a distance of two hundred seventy-two (272) feet more or less, to a point on the center line of the road, as taken over, said point being thirty-three (33) feet from the center line of the present State Highway Route #4, Section #14, as constructed, at Station 58 plus 14, more or less.

Portion #2

Beginning at a point on the center line of the road, as taken over, between Laurelton and Lakewood, said point being thirty-three (33) feet from the center line of the present State Highway Route #4, Section #14, as constructed, at Station 59 plus 71, more or less; thence (1) north eighty-six degrees, fifty-seven minutes west (N86°-57'W) a distance of one hundred sixty-nine (169) feet, more or less to a point; thence (2) north thirty-nine degrees, fifty-two minutes west (N39°-52'W) a distance of two hundred forty-six (246) feet, more or less to a point on the center line of the road as taken over, said point being thirty-three feet (33') from the center line of the present State Highway Route #4, Section #14, as constructed, at Station 63 plus 47, more or less, and

BE IT FURTHER RESOLVED, that it is the intention of the State Highway Commission to vacate and abandon those portions of the old road as taken over May 1, 1920, lying outside the limits of the required right of way of the new road as constructed sixty-six feet (66') wide, between Station 53 plus 14, more or less, and Station 63 plus 47, more or less.

State Highway Engineer Sloan requested information from the Commission as to whether such procedure would be approved for use in all cases of abandonment and on motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the form of resolution being used in all cases where sections of road are abandoned on account of the reconstruction of routes involving new alignments

Route 4, Grade Crossing Elimination

State Highway Engineer Sloan presented to the Commission a form of agreement to be entered into with a Pennsylvania Railroad Company, covering the proposed grade crossing elimination on Route 4, at Manasquan, whereby the railroad company will share to the extent of $35,000.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the matter was ordered held until after conference on the matter with the Attorney General's Department.

Route 7, Section 1, Corlies Avenue

State Highway Engineer Sloan presented a communication received by him from the East Jersey Bridge Company, requesting further hearing in the matter of guarantees covering defective work under contract completed by them for Corlies Avenue on Route 7, Section 1. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a hearing be given the East Jersey Bridge Company on Tuesday next, January 29th, between 12:00 and 12:30 P.M.

Employments

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the recommendations for employments in the State Highway Department since the last meeting of the State Highway Commission as follows:

Jan.	14,	1924	Morris Balbresky	Office Boy	$ 40.00	month
"	7	"	Arthur K. Warner	Sr. Clerk	115.00	
"	16	"	Wm. C. Umberger	Br. Detailer	165.00	
"	7	"	Augustus T.Weisse	Br.Const.Insp.	165.00	
"	16	"	Harry R. Hill	Cost Clerk	90.00	
"	23	"	Oakley A.Johnson	Br.Const.Insp.	165.00	
"	28	"	Geo. Lytle	Br.Const.Insp.	165.00	
"	28	"	W.F.Karl	Resident Eng.	225.00	
"	28	"	Theresa Gasser	File Clerk	90.00	
Feb.	24	"	Alice Carrol	Sr.Clerk Steno.	115.00	
Jan.	9	"	C. R. Moore	Gar. Asst.	.40	hour
"	2	"	Wm. Schanger	Motor Tr.Dr.	.40	
"	8	"	Michael Papiro	Gar. Asst.	.45	
"	9	"	Frank Ryan	Gar.Asst.	.50	
"	8	"	F.F.Palmer	Mechanic	.65	
"	3	"	Jack Haynes	Mot.Tr.Dr.	.55	
			(returned from leave of absence)			

Increases

State Highway Engineer Sloan also at this time presented recommendations received from the Construction Division for change of grade in accordance with examinations held and also for promotions and increases in the construction Division preparatory to the beginning of work on the 1924 Program, and he recommended that the same be approved by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted and approved the Schedule of increases and promotions as recommended by the State Highway Engineer for the Construction Division.

High Street, Newton

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of the completed work on High Street, Newton, in Sussex County, work done from Motor Vehicle Aid, and in view of the fact that the 1922 schedule of Sussex County has been entirely paid, no State money can further be furnished on this project. This was seconded by Mr. Kidde and adopted.

Three Bridges-Centerville Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Three Bridges-Centerville Road, Readington Township, Hunterdon County, Township Aid. This was seconded by Mr. Stewart and adopted.

Swedesboro-Harmony School Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Swedesboro-Harmony School Road, Harrison Township, Gloucester County, Township Aid. This was seconded by Mr. Stewart and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance and final payment on the Bridgeport-Mullica Hill Road, Woolwick Township, Gloucester County, Township Aid. This was seconded by Mr. Kidde and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Richwood-Pitman-Mullica Hill Road, Section 1, Harrison Township, Gloucester County, Township Aid. This was seconded by Mr. Stewart and adopted.

Township Aid Applications

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following Township Aid applications:

Great Creek Road, Galloway Twp., Atlantic Co.	$1,028.51
Denville-Mountain Lakes Road, Denville Twp., Morris County	750.00
Buena-Tuckahoe Road, Section 3, Weymouth Twp., Atlantic Co.	10,500.00
Pamona Road, Galloway Twp., Atlantic County	6,000.00

This was seconded by Mr. Jelin and adopted.

Salem County, Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Township Aid Force Account Agreement on the Garden Road, Pittsgrove Township, Salem County, Township Aid. This was seconded by Mr. Jelin and adopted.

Extension of Time-Morris County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of an extension of time to June 1, 1924, on the Denville-Mountain Lakes Road, Denville Township, Morris County, Township Aid. This was seconded by Mr. Jelin and adopted.

Extension of Time- Cape May County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of an extension of time to May 1, 1924, on Grassy Sounds Bridge, Cape May County, State Aid, due to the fact that the structure was damaged by fire. This was seconded by Mr. Stewart and adopted.

Hunterdon County-Township Aid.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Stockton-Rosemont Road, Delaware Township, Hunterdon County, Township Aid. This was seconded by Mr. Jelin and adopted.

Route #4, Detour

On recommendation of the State Highway Engineer, Commissioner Jelin moved the adoption of the following official detour for Bridge at M.P. 66.6 on Route 4, Inland Waterway:

> Beginning on Route 4, West Point Pleasant, at Osborne Ave., thence (1) northerly on Osborne Avenue to Pine Bluff Ave.; thence (2) easterly on Pine Bluff Ave. to Arnold Avenue; thence (3) southerly on Arnold Avenue to Route 4 at the Ocean Road.

This was seconded by Mr. Stewart and adopted.

Request to Scrap Useless Equipment

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Plant and Equipment and recommended that permission be granted by the Commission to scrap the following useless equipment in accordance with the regulations of the U. S. Department of Agriculture and to sell at public auction such as is of no further economical use to the State Highway Department. On motion by Mr. Jelin, seconded by Mr. Kidde, the State

Highway Commission directed that the State Highway Engineer be instructed to scrap such of the following material as is useless equipment and to dispose at public sale of such saleable material as is of no further economical use to the State Highway Department:

1 Seldon 3½ ton dump truck,
1 G.M.C. Ambulance,
3 Fox Rotary Brooms used for snow removal,
1 Hurlbert five ton dump truck,
1 Hurlbert Five ton dump truck,
1 " " " " "
1 " " " truck,
1 Pierce Arrow two ton dump truck,
1 " " " " " "
1 G.M.C. Ambulance,
1 G.M.C. Ambulance,
1 Denby three ton dump truck,
1 " " " " "
1 Cletrac (Caterpiller Type) Tractor,
1 " " " "
1 " " " "
1 " " " "
1 " " " "
1 " " " "
1 Parsons Trench Digger,
1 White Car (Staff Touring Body),
1 Koehring Loader (Model 74),
1 " " " "

Route 8, Montclair-Verona

Commissioner Kidde called attention to the fact that the lessee of property being acquired on Route 8, Montclair-Verona Section was having difficulty with the owners of the property covering the restoration of business facilities, and he suggested that this matter be looked into by the Legal Department of the Commission.

On motion by Mr. Jelin, seconded by Mr. Stewart, the meeting adjourned at 6:00 P.M. to meet in regular session on Tuesday, January 29th at 10:30 A.M. it being the purpose to hold a conference on Friday, January 25th at Trenton.

Respectfully submitted,

A. LEE GROVER

Secretary

2671
JAN 29 '24

MINUTES OF MEETING - January 29, 1924

A regular meeting of the State Highway Commission was held in the meeting rooms of the Commission, Broad Street Bank Building, Trenton, N. J. on Tuesday, January 29, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and Messrs. Percy H. Stewart, Walter Kidde, and Abraham Jelin.

Lee Highway Convention Delegation

The Secretary presented a communication from the Secretary to the Governor, Mr. Pearse, requesting that the Commission suggest the names of delegates to the Lee Highway Convention. Commissioner Jelin suggested that the matter be discussed at noon luncheon in order that an answer might be forwarded to the Governor early in the afternoon.

Carll's Corner Road, Salem County

The Secretary presented a resolution from the County of Salem with reference to the construction of the Carll's Corner Road, in which resolution the County of Salem requested that an apportionment be made by the State from the 1924 Emergency Account toward this work, in view of the fact that it is an important inter-county connecting route and the Township will pay only 10% of the cost. The estimated cost of this work was placed at $85,000.00. Commissioner Jelin advised that in view of the fact that the Commission had urged the completion of this improvement upon the County of Salem and that through the efforts of the county the township had contributed 10% of the cost, he would move that the sum of $30,000.00 be set up from the Emergency Reserve Account of 1924, for aid to Salem County in the construction of the Carll's Corner Road, 1st Section. This was seconded by Mr. Stewart and adopted.

State Highway Engineer Sloan informed the Commission that specifications for the Carll's Corner Road were presented and he would recommend the approval of the same in order that the county might proceed with the advertisement for this work. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Carll's Corner Road, 1st Section, Salem County, Motor Vehicle Aid work.

Legislation

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission went into executive session for the purpose of discussing legislative matters as affecting the State Highway Commission. When the meeting was resumed, Commissioner Kidde moved that the communication as prepared and forwarded to Hon. William J. Mackay, Senator from Bergen County, and Chairman of the Senate Highways Committee, be ratified, confirmed and approved and a copy of the same be spread in full upon the minutes of this meeting. This was seconded by Mr. Stewart and adopted.

January 25, 1924.

Hon. William B. Mackay,
Chairman, Senate Highways Committee,
State House, Trenton, N. J.

Dear Sir:

In compliance with your request, we are sending you herewith two proposed bills which will assist the State Highway Commission in the performance of its duties. The other matters which were the subject of our conversation are explained in a memorandum that we are sending you herewith. We would esteem it a great favor if you will kindly see that these bills come before the Senate for action.

We are also sending you herewith a copy of the reports of the Advisory Boards on Vehicular Tunnel Traffic Study in and about Jersey City and Newark; Delaware River Bridge Traffic Study in and about Camden; Study of Traffic on State Highway Route 4 to Shore Points; and also a copy of the Ad Interim Report which was presented to the incoming Legislature on December 4th last.

We feel that we would fall short of doing our full duty to the people of the State, as members of this Commission, if we failed to impress again upon the Legislature the importance of carrying out the recommendations as to the major problems that have been presented to us by the distinguished engineers who serve upon the Three Advisory Boards, which reports we are submitting herewith as stated above.

From a careful consideration of these reports and from our observation of conditions throughout the State, as well as from the complaints that are reaching us from every part of the State in regard to the present crowded condition of our highways, and having in mind our obligation for the completion of the work under the forty million dollar bond issue, we feel that provision should be made to take care of these problems in whole or in part.

If the Legislature cannot find the means at this session to finance the entire program, would the Legislature concur in any of the suggested plans in our Ad Interim Report? Might this not be accomplished in a simple manner by a joint resolution?

The Ad Interim Report embodies the views of the State Highway Commission as to the wisest method of proceeding, both from an engineering and financial point of view, to meet the emergencies that are facing this Commission in the performance of its duty to the people of this State.

In addition to the considerations stated above, we are being solicited by the Boards of Chosen Freeholders throughout the State to indicate to them our plans for the current year, upon which their budgets depend, and our engineering and other departments are anxious to have the program settled in order that they may proceed with the necessary surveys.

We shall be glad to confer with your Committee or with such representatives of the Senate and of the Assembly as may be appointed to discuss these matters, and we again urge upon you the importance of speedy action.

Very truly yours,

STATE HIGHWAY COMMISSION

Gen. H. L. Scott, Chairman.

Route 9, Section 11 - Trolley tracks

The Secretary informed the Commission that Judge William A. Coddington of Plainfield, N. J. was present at the invitation of the Commission with reference to the construction of Route 9, Section 11, between Plainfield and Middlesex Borough. On motion duly seconded, a hearing was granted. Judge Coddington appeared, together with Mayor Harris and Councilmen of Middlesex Borough and advised that Middlesex Borough was extremely interested in the manner of construction of Route 9, Section 11, in that they understood that the construction contemplated by the Department was to move the trolley tracks to the center of the roadway and pave for 22 feet, including the trolley area, which would not give sufficient room on either side of the trolley tracks for traffic to move. He informed the Commission that the trolley company had occupied its present location for more than twenty years and there was the possibility of an objection on the part of the trolley company to the moving of the tracks, although he believed this matter could be satisfactorily straightened out. He stated, however, that Middlesex Borough was financially unable to tax its citizens for the cost of acquiring the necessary additional right of way to affect the widening of this roadway, and he believed a number of the citizens were opposed to giving their land free, inasmuch as the State had already acquired several parcels of property in this neighborhood and had paid full value for the same. He also advised that Middlesex Borough was particularly interested in eliminating the dangerous curves existing at the present time on this roadway before Gallagher's Corner is reached. He advised that it was the feeling of Middlesex Borough that this road would be used for the most part as a through State

Highway, and would be of no direct benefit to the Borough in comparison with the thousands of people who would make use of it from outside the Borough. He also advised that the Borough did not feel that the ratables along the line of the new road would be increased to any considerable extent, in view of the fact that the Plainfield sewage disposal plant is located close to this road and the odors keep people from establishing residences along this highway. State Highway Engineer Sloan explained to the State Highway Commission that in line with the policy recommended to the State Highway Commission at a former meeting, it was the purpose to move the trolley tracks to the center of the roadway and construct 22 feet of highway, inclusive of the trolley track area, in the event the Borough would build two seven foot wings on either side of the pavement to be laid by the State. If, however, the Borough of Middlesex would not do this, he would recommend that the road be constructed on its present line, leaving the trolley tracks on the side of the roadway and making slight changes in alignment in order to reduce the dangerous curves existing. He stated, however, that notice should be given to the Middlesex Borough authorities that a mistake would be made if they did not enter into the project as proposed by the State Highway Engineer and carry out the widening of the roadway to the gutter line, in view of the fact that the Commission would no longer permit the construction of pavement on either side of a track area where no permanent construction was placed between the tracks, for the reason that it was proven in other municipalities where this was done that the two strips on each side of the trolley tracks were used for parking automobiles while the through traffic of necessity, had to make use of the trolley track area where there was no satisfactory pavement.

Mayor Harris stated that the property owners were apparently satisfied with the layout of the plans of the State, but did not feel that the Borough should be called upon to add anything to the proposed improvement.

Judge Coddington suggested that the Engineering Division of the Commission furnish to the Mayor and Councilmen of the Borough of Middlesex an estimate of the cost of the construction of the additional seven feet of pavement on either side of Route 9, Section 11, in order that the Borough authorities could make arrangements to have this work done in the event the State Highway Department is successful in inducing the trolley company to allow the moving of its tracks to the center of the roadway.

Bonding Companies-Hearing

The Secretary informed the Commission that in accordance with its instructions at the last meeting, an invitation was extended to the representatives of some of the bonding companies to be present at this meeting for a discussion of the matter of surety bonds on State Highway construction. There were present on this matter Mr. E. W. Bush and Mr. Hager, representing the Aetna Casualty & Surety Company, and Mr. Voltz of the U. S. Fidelity and Guarantee Company. On motion duly seconded, a hearing was granted. The Secretary read a communication from Mr. Rathbone, Vice Chairman of the National Surety Company, advising that his company will be very glad to do anything to be of service to the State Highway Commission, but if it is to be a discussion of rates on bonds, this matter should be taken up with the Towner Rating Bureau of #120 Liberty Street, New York City, which all important companies are subscribers to, and which "under the Law, we must quote the rates which this Bureau advises." Commissioner Jelin informed the visitors that the State Highway Commission was interested in securing, if possible, a lower rate of premium on bonds to the contractors than was the case, since it was not felt that municipalities in the State would be granted a one percent bond while the State Highway work should be charged one and one-half percent.

Mr. Bush acted as spokesman for the bonding men, advising that the reference to the Towner Rating Bureau was correct and that any question of rates should be discussed with Mr. R. H. Towner. He further advised that it was the belief that there was a difference in the risk as between municipal street paving and State Highway construction, and he further cited the fact that in a number of states, especially North Carolina, Missouri, West Virginia and New York, there were considerable failures among the contractors, and while New Jersey had within the last few years, been fortunate in this respect, there was no telling when conditions would arise which would cause the failure of a number of the contractors at one particular time.

Commissioner Kidde stated that he believed that the State of New Jersey should be considered in the light of its own experiences as far as rates on bonds were concerned, and in view of the fact that the losses incurred since the beginning of the State Highway construction work were so very low, the bonding companies should make some reduction in rate to New Jersey contractors. He further stated that the bonding companies should secure the appearance of Mr. Towner before the Commission. in view of the fact that the State Highway Commission has no knowledge of the existence of such a Rating Bureau. He further cited for the representatives of the bonding companies the methods employed by the State Highway Commission, in securing satisfactory contractors for the State: of the decision in one instance to reject a bidder because of the fact that he was financially unable to proceed with the work and in another case where the bidder had been requested to add to his cash capital before being awarded the contract, and in both of these instances the bonding company had already assured the Commission that they would furnish the bonds for the contractors. Mr. Bush advised that in the States of Connecticut and New York the rate was one percent, due to the fact that surety is not liable for unpaid bills for labor and materials. Mr. Hager advised that he believed that Mr. Towner would be very glad to cooperate with the State Highway Commission when he has returned from a trip to Texas, where rates are being established for highway work in that State.

Commissioner Kidde requested of the bonding representatives that the Highway Commission be furnished with a statement of experience during the last three or four years, and to cite the instances where the bonding companies were compelled to make a charge against their income for bonding.

Commissioner Stewart stated that he believed the entire situation would be very materially changed if the law would permit an individual to place collateral with the State as an alternative to a surety bond, and he believed that some method should be looked into, whereby such a procedure could be arrived at. Mr. Hager, of the Aetna Company, stated that he believed that his company would be very glad to start the ball rolling toward obtaining for the Commission such information as was desired if they were instructed to do so, but as an individual corporation it was not possible for them to change their rating since their company had an understanding with the Towner Rating Bureau that the rates established by the Bureau would be used.

Commissioner Stewart inquired whether there would be any difference in the rate charged if the amount of the bond was reduced to 50% of the contract and Mr. Bush advised that the regulations were that the bond premium shall be paid on the total amount of the contract where the bond specified is above 20% of the amount of the contract, and there could only be a difference in the event the contractor was bonded for less than 20% of his contract. The Commission thanked the representatives of the bonding companies for their appearance and advised that the matter would be given further consideration.

East Jersey Bridge Company-Hearing-
Route 7, Section 1

The Secretary informed the Commission that in accordance with the hearing granted at the last meeting of the Commission to the East Jersey Bridge Company, the officers of this company were present at this time. On motion duly seconded, a hearing was granted. Mr. E. G. Fraser, Treasurer of the East Jersey Bridge Company, and Mr. John Brennen, President, appeared before the Commission and advised that they desired the Commission to reconsider its action in requesting a cash deposit in addition to the filing of a bond for the satisfactory performance of the Warrenite pavement, and foundation, on Route 7, Section 1, Corlies Avenue, on which they had performed the contract. He claimed that the State Highway Commission had sufficient protection in the bond and should not request the holding of cash which was a hardship upon their company. State Highway Engineer Sloan informed the Commission that the cash deposit was required, due to the faulty condition of the base and the bond covered the condition of the surface pavement, and the only alternative to the matter would be to have the contractors tear out the faulty material and replace the same. Mr. Fraser further stated that he felt that the condition of the roadway was due in a measure to the failure on the part of the inspectors to discover the conditions existing before the work was completed, since it was shown that there was no attempt to "skin" the work in the quantity of material, but the mix of the concrete was not entirely up to the requirements of the specifications. State Highway Engineer Sloan informed the Commission that an inspection was made of this work by Mr. Gage, Chemical Engineer. The work performed while he was on the job was entirely satisfactory, but the work performed without the presence of Mr. Gage was not carried out as directed. Mr. Fraser also inquired of the Commission as to whether any decision was reached on the matter of accepting paid up building and loan books as collateral in lieu of cash. The Secretary informed the Commission that the matter was referred to the Attorney General, but on account of the fact that the Attorney General's office was undergoing a change of administration, no advice had been received. Commissioner Kidde suggested that if the Attorney General's Department would advise that this building loan could be accepted, it would be acceptable to the Commission.

Minutes Approved

Commissioner Kidde reported to the Commission that he had carefully read the minutes of the meeting of January 3d, and would move that the same be approved with the amendment on Page 4 to give the names of those who seconded the motions. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having carefully read the minutes of the meeting of January 8th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for luncheon at 1:00 P.M., to meet in regular session at 2:30 P.M. The meeting reconvened again at 2:30 P.M. with the same members present as at the morning session.

Right of Way-Route 13

The Secretary informed the Commission that Mr. Stockton and Mr.

Pyne, representing the Moses Taylor Pine Estate, were present to discuss the matter of change of line on Route 13 in front of the property of the Moses Taylor Pyne Estate. On motion duly seconded, a hearing was granted. Chairman Scott in detail explained to Mr. Pyne and Mr. Stockton, the concern felt by himself in the question involved in taking over a part of the Pyne land in Princeton, to correct a dangerous curve existing at that point. He reviewed his associations with the Moses Taylor Pyne family and stated that the State Highway Commission had the greatest respect and sympathy for Mrs. Pyne and would do everything in its power to treat amicably with her with regard to the line of Route 13 at Princeton. He requested State Highway Engineer Sloan to outline the situation as existing. Major Sloan advised that it was proposed to take from the Pyne Estate a total of .126 acres which stood out directly in the line of the new right of way for Route 13, and eliminate what at present is a very dangerous curve at that point. The only alternative from this would be the shifting of the entire line at that point so that it would necessitate the taking of a section of the Russel Property on the opposite side and this plan would not be as desirable as that of cutting the corner off the Pyne property and would involve a difference in cost of about $17,000.00, while the estimated cost of a nurseryman for making changes in the Pyne Property was $2,800.00. Mr. Pyne stated that he believed that there was some error in the estimate obtained by the Highway Department since most of the planting was done under the personal supervision of Moses Taylor Pyne, and there were a number of very valuable trees and plants which could hardly be replaced without a considerable expense. Mr. Stockton also stated that in addition to the replacing of the landscape, there was involved the question of whether there would not be interference with the natural drainage of this part of the work, and also the fact that it would be necessary to rebuild a walk alongside the property and to make compensation for several large trees which could not be successfully replanted, and he stated that this damage would in all probability, greatly exceed the estimate placed by the State Highway Department, and would more nearly equal the cost of the line against the Russell property.

Commissioner Kidde advised that he believed the matter should be determined for the Pine Estate by an outside surveyor, who should be employed by them to consult with the State Highway Engineer with a view to determining whether or not there could be another method arrived at for the realignment of Route 13 at this point and how this could be done at a minimum of loss to the Pine Estate. This suggestion was agreeable to Mr. Pine, and Chairman Scott directed that the State Highway Engineer arrange to halt all work in connection with the line of Route 13 at the Pine property in order that this matter could be straightened out before any serious damage is done.

Monmouth County Request for Aid

The Secretary informed the Commission that Senator Stevens, County Counsel for Monmouth County, and the County Engineer George K. Allen, were present for conference with the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission went into executive session at this time. When the executive session was ended Commissioner Jelin moved that the County of Monmouth be requested to submit its request for aid through Red Bank in written form in order that the same might be given proper attention by the Commission.

Route 5, Section 6, Speedwell Ave.

The Secretary informed the Commission that Mr. John S. Geiger, and Mr. John Heller, were present with reference to the final payment on Route 5, Section 6, Speedwell Avenue, Morristown. On motion duly seconded, a hearing was granted. Mr. Geiger appeared before the Commission and explained that he was anxious to secure his final payment on Route 5, Section 6, Speedwell Avenue, Morristown, but was unable to do so in view of the fact that he was requested to furnish a full release, and Mr. John W. Heller, subcontractor on the bridge on this section of the road, had a claim for damages due to delays caused him by an injunction secured against proceeding with the bridge work. Mr. Heller was asked to explain his claim to the Commission and advised that due to the injunction placed upon the work, he had suffered a loss in tied up equipment and was forced to do the work during winter weather when prices were much bigger than he had figured. State Highway Engineer Sloan advised that any stoppage of work on any contract, due to any reason whatever, carried with it only an extension of time to the contractor and such an extension was granted in this case. Commissioner Kidde stated that in view of this fact and the fact that the contractor had delayed in ordering the stone ring for the bridge, he did not feel that the Commission could be held responsible, and he moved that the claim of the subcontractor, John Heller, against J. S. Geiger's Sons, contractors on Route 5, Section 6, be denied. This was seconded by Mr. Jelin and adopted.

Mr. Heller advised Mr. Geiger that he would not press his claim against the original contract and Mr. Geiger, therefore, advised the Commission that he would accept the final payment on this contract in full of all claims that have arisen or may arise in the future. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission, therefore, accepted the statement of Mr. Geiger and authorized final payment to be made in accordance with the terms of the Reimbursement Act.

Cedar Avenue, Long Branch

The Secretary presented a communication from the City of Long Branch, requesting joint conference with the Board of Freeholders of Monmouth County and a representative of the State Highway Department, concerning Cedar Avenue, Long Branch. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered referred to the State Highway Engineer for report to the Commission and to have a representative at this conference.

New Jersey Constructors' Ass'n.

The Secretary presented a communication from the New Jersey Constructors' Association, advising the State Highway Commission that suit has been brought against the Public Service Production Company of Newark for the infringement of patents of the Macon Concrete Roller Process used in accordance with the State Highway Specifications, and requesting the cooperation of the State Highway Department to help fight this suit. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered acknowledged and the Commission directed that the Secretary advise the Contractors' Association that it is at liberty to secure any information of data in the possession of the State Highway Department that may be of assistance in this particular case.

Camden Advisory Board

State Highway Engineer Sloan reported to the Commission that the work of the Camden Advisory Board has been completed and he presented to the Commission on behalf of the Advisory Board its report and recommendations. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the report be accepted and that the Advisory Board members who prepared this report be extended thanks in a formal manner on behalf of the Commission.

Standard Highway Specifications

State Highway Engineer Sloan reported to the Commission that the standard specifications for State Highway construction were being revised and have reached the point where they are ready for the printer. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the revised specifications for 1924 be proceeded with at once, and that proof copies of the same be placed in the hands of the State Highway Commissioners at the earliest possible date in order that the same may be carefully studied and duly passed upon.

S#3

Right of Way-New Amboy Bridge

The Secretary again presented for the attention of the Commission, as directed at the last meeting of the Commission, the communication received from McCarter & English, representing the Donnell Lumber Company, and from Stillman-Delehanty-Ferris Co., concerning right of way at the new Amboy Bridge. State Highway Engineer Sloan recommended to the Commission that formal steps be taken to lay out a section of Route 4 along the right of way of the new Amboy Bridge in order to permit ingress and egress from the Donnell Lumber Company's lands. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Engineering Division proceed with the laying out and construction of an auxiliary line for Route 4 at the location of the new Amboy Bridge over State property in order to afford an ingress and egress to property located beside this land.

Lee Highway Convention Delegates

Commissioner Jelin reported for the minutes of the meeting the fact that the State Highway Commission had determined to suggest the following names to the Governor as delegates to the Convention of the Lee Highway Association, at the Willard Hotel in Washington:

> Commissioners Kidde and Stewart, Assistant State Highway Engineer Reed, Senator Arthur N. Pierson, Mr. H. J. Meixell, Secretary of the Good Roads Ass'n., T. J. Wasser, Former State Highway Engineer, Palmer A. Campbell of the New Jersey State Chamber of Commerce, Walter J. Buzby, President of the Good Roads Ass'n., Senator Morgan F. Larson, County Engineer of Middlesex County, and J. E. Thier, Supervisor of Roads of Bergen County.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 5, Section 11

State Highway Engineer Sloan presented the following list of bids received on January 28th for the construction of Route 5, Section 11, Delaware-Belvidere, and recommended the award of contract to the lowest bidder, Salmon Brothers of Netcong, New Jersey at their bid of 90.1% of the Engineer's estimated units of cost.

Salmon Bros	90.1%
Smith Bros. Co	97.5
Chas.T.Kavanagh	97.77
Ralph Sangiovanni	98.5
C. H. Winans Co	99.14
Ross & Whelan	99.49
Public Service Prod. Co	101.44
Sutton & Corson	103.98
Freehold Construction Co	104.
John Dorer	107.6
Newark Paving Co	107.9
N. J. Construction Co	111.5
Union Paving Co	112.7

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 5, Section 11, Delaware-Belvidere section, to Salmon Bros., of Netcong, New Jersey, at their's the lowest bid of 90.1% of the Engineer's estimated units of cost, said bid amounting to $353,428.33, and
>
> BE IT FURTHER RESOLVED, that the Chairman is directed to sign the necessary contracts after approval by the State Highway Engineer.

Commissioner Jelin called attention to the members of the Board to the fact that he believed a saving had been made on this contract to the amount of $40,000.00, due to the fact that bids for this work were received so early in the year, and he recommended to the

Commission that efforts be made to let as much of the year's work as possible in the early months of the year.

Route 1, Lincoln Highway Section

State Highway Engineer Sloan reported that no formal bids had been received in response to advertisement for repairs to the Turntable on the Passaic River Bridge at M.P. 56.7, on Route 1, Lincoln Highway Section, and he recommended that State House Commission permission be requested for the making of such repairs at a cost estimated to be $100,000.00 without advertising. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the recommendation of the State Highway Engineer, and directed that the Secretary make the necessary request for permission from the State House Commission to make repairs to the Turntable on the Passaic River Bridge on Route 1, Lincoln Highway Section, without advertising for bids, at a cost estimated to be $100,000.00.

Route 4, Detour Complaint

State Highway Engineer Sloan presented to the Commission a report on the damage to pavement on King George's Road, used as a detour during the construction of Route 4 connecting link on Amboy Avenue, Perth Amboy, and as complained of in a communication from the "Woodbridge Leader". He advised that an examination made of this pavement brought out the fact that the failure now existing is largely due to an increase in traffic over the road, due to its use as a detour and he did not believe that the contractor, Mr. M. I. Demarest should be held responsible for the replacement of the work which had failed, inasmuch as the maintenance of this detour should be a proper charge against the construction work on Route 4, which necessitated the detour, and he recommended that the necessary repairs be made and the cost of the same be deducted from the $75,000.00 as set up for the State's allotment on Route 4, connecting link, the estimated cost of the work being $7,500.00 work to be done either by the Maintenance Division or by agreement with the Township, whereby they will accept a certain sum and make the repairs themselves. State Highway Engineer Sloan informed the Commission that County Engineer Larson felt there may be some question as to the legality of this procedure, although it was his own contention that inasmuch as funds were set up for detour work on all State Highway construction, this could be applicable. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered held in abeyance until it could be taken up with the Attorney General's Department in order to determine the legality of the question.

Blackwell Street, Dover, Rt. 5

State Highway Engineer Sloan presented a communication from the Morris County Traction Company advising that they expect to be able to arrange for the rehabilitation of their tracks when the highway is improved, but it does not feel that its responsibility will apply beyond this cost, in view of the fact that the financial condition of the company will not permit of their repaving between the tracks on this work. State Highway Engineer Sloan recommended to the Commission that the work on Blackwell Street, Dover, be proceeded with on the basis of charging the cost of any of the items included in their franchise, against the Traction Company. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized proceeding with the construction of Blackwell St., Dover, with the understanding that before any active steps are taken relative to the trolley track area, the method of procedure be with the direction and approval of the Attorney General's Department.

Right of Way-Hackensack River Bridge

State Highway Engineer Sloan directed the attention of the Commission to the fact that under date of August 21, 1923, instructions were given for the acquisition of the entire property of James Bowen on the Hackensack River where a temporary bridge over the Hackensack occupied his property. He stated, however, that in view of the fact that the portion taken by the State was only a small corner of the property, the Commission should not acquire more land than was actually needed for the work. Commissioner Kidde, therefore, moved that an offer of $6,000 be made to James Bowen for his property located on the Hackensack River on the site of the present temporary Hackensack River Bridge, together with a ten foot strip on the south side, and in the event that same is refused by the owner to institute condemnation proceedings in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:
>
> East Approach-Temporary Hackensack River Bridge,
> Route 1, M. P. 57.8

"Beginning at a point in the north right of way line of Communipaw Avenue, (also known as Lincoln Highway) distant 1791 feet in a northwesterly direction from the center line of Marcy Avenue, or distant 454 feet in a northwesterly direction from east side of Dover Avenue; thence N 34°-15' W, a distance of 310 feet; thence N 57°-55'-50" W a distance of 98 feet plus to the shore line of the Hackensack River; thence along the bank of the Hackensack River, approximately a southern direction, a distance of 59.12 feet more or less and in an irregular line; thence S 49°-13'-01" E, a distance of 72.61 feet; thence S 38°-06'-12" E 125.39 feet; then S 32°-04'-10"W 19.0 feet intersecting the north right of way line of Communipaw Ave.: thence along the north right of way line of Communipaw Avenue S 57°-55'-50" E 166.0 feet to point of beginning, said tract containing 0.41 Acre."

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of $6,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Stewart and adopted.

Commissioner Stewart moved that in view of the foregoing action of the Commission, that action taken by the State Highway Commission under date of August 21, 1923, in the matter of the acquisition of the property of James Bowen, at the location of the Hackensack River Bridge, be rescinded. This was seconded by Mr. Kidde and adopted.

Route 12, Hackettstown-Port Colden ✓

State Highway Engineer Sloan presented for the Commission's attention Federal Aid Project Statement as required for the construction of Route 12, Hackettstown-Port Colden Section, and recommended that the same be approved, said approval to carry with it approval of plans and specifications and order to advertise this work. On motion seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 12 Hackettstown-Port Colden Section, and does also approve of Federal Aid Project Statement as required by the Federal Government covering this work, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary plans and specifications and the Chief Clerk is directed to place the necessary advertisement for the work, after approval by the State Highway Engineer and Federal Bureau.

Federal Aid Project-Route 10,Section 6 ✓

State Highway Engineer Sloan presented for the Commission's attention Federal Aid Project Statement as required for the construction of Route 10, Section 6, Hackensack-Paterson Section, and recommended that the same be approved, said approval to carry with it approval of plans and specifications, and ordered the advertisement of this work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 10, Section 6, Hackensack-Paterson Section, and does also approve of Federal Aid Projects statement as required by the Federal Government covering this work, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary plans and specifications and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer and Federal Bureau.

Federal Aid-Route 9, Section 13 ✓

State Highway Engineer Sloan presented for the Commission's attention Federal Aid Project Statement as required for the construction of Route 9, Section 13, White House-County Line Section, and recommended that the same be approved, said approval to carry with it approval of plans and specifications and ordering the advertisement of the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 9, Section 13, White House - County Line Section, and does also approve of Federal Akd Projects Statement as required by the Federal Government covering this work, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary plans and specifications and the

Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer and Federal Bureau.

Womens' Reformatory Entrance ✓

State Highway Engineer Sloan presented to the Commission a report from the Central Division Engineer on the cost of the reconstruction of the entrance to the Womens' Reformatory at Clinton New Jersey, the estimated cost of the work being $338.00, and he recommended that authority be given for the work to be done by the Maintenance Department. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the reconstruction of the entrance road to the Womens' State Reformatory at Clinton, New Jersey, work to be done by the Maintenance Department at an estimated cost of $338.00.

Compensation Award ✓

State Highway Engineer Sloan presented to the Commission a report as to the compensation award by the Workmen's Compensation Bureau of the State Department of Labor to Salvatore Nicotra, a laborer of the State Highway Department who was injured on June 9th, 1922, at Asbury Park. The compensation awarded Mr. Nicotra, on the basis of commutation, since Mr. Nicotra was desirous of returning to Italy to remain with his family, was $1368.00, and the State Highway Engineer recommended that in view of this there be no appeal in the case, and that this amount be authorized for payment by the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed payment of $1,368.00 to Salvatore Nicotra in view of all claims against the State Highway Department on account of injuries received.

Employments ✓

On recommendation of the State Highway Engineer, Commissioner Kidde moved the ratification of the following employments as approved by the State Highway Engineer since the last meeting of the Commission. This was seconded by Mr. Stewart and adopted.

Feb. 1	J. C. Edwards	Gravel Patrolman	$ 85.00	mo.
Jan. 16	Michael Pulenich	Foreman Maint.	155.00	
" 16	Thomas Jones	Bridge Tender	90.00	
Feb. 1	Morris L. Pitman	Gravel Patrolman	85.00	
Jan. 22	Oscar Richmond	Gar. Assistant	.45	hr.
" 23	N. Deckelnich	" "	.45	

V. J. Loughran-Sick

State Highway Engineer Sloan presented a certificate under date of January 1, 1924, from the Medical Superintendent of the Rainbow Sanatorium, Independent Order of Foresters, advising that Mr. V. J. Loughran, former Bridge Tender in the State Highway Department, was still in that institution receiving treatment for pulmonary tuberculosis. The Secretary informed the Commission that at the end of February the State Highway Commission will have paid Mr. Loughran for six months in full. Commissioner Stewart moved that a communication be forwarded to Mr. Loughran regretting to inform him that the State Highway Commission must terminate its payment of compensation at the end of six months period which will be on February 29th, and advising him that the State Highway Commission will be very glad to present his case to the officials of the Glen Gardner Sanatorium if he desires to avail himself of treatment offered at that State Institution.

Primrose Brook Bridge, M. P. 33.7

State Highway Engineer Sloan reported to the Commission the completion of the Primrose Brook Bridge at M.P. 33.7, Route 16, Section 6, January 5, 1924, including two standard approaches, and recommended acceptance on the part of the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment of Primrose Brook Bridge at M.P. 33.7 on Route 16, Section 6, in accordance with the recommendation of the State Highway Engineer.

Right of Way, Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the purchase of Parcel #23, on Route 5, Section 11, Delaware-Belvidere Section, from Harvey Hoffman and wife for the consideration of $2,000.00. This was seconded by Mr. Kidde and adopted.

Supervisor of Traffic Position

State Highway Engineer Sloan reported to the Commission that he deemed it essential to establish the position of Supervisor of Traffic, whose duties it will be to prepare the monthly detour bulletin, to compile results of data secured, to select traffic counting stations and to investigate and report traffic conditions on state highway routes and make analysis of accidents on State Highways, and he recommended that Mr. E. B. Loughran be appointed to this position temporarily, effective March 1st, 1924, subject to the approval of the Civil Service Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer to the Civil Service Commission, that the position of the Supervisor of Traffic be established with a range of $200. to $250. per month, effective March 1st, 1924, and that Mr. E. B. Loughran be given temporary appointment to this position subject to Civil Service examination.

Long Valley-Hunterdon County Line

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for the construction of the Long Valley-Hunterdon County Line Road, Morris County. Motor Vehicle Aid work. This was seconded by Mr. Stewart and adopted.

Cumberland Causeway

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of contract for the Cumberland Causeway, Cumberland County, Motor Vehicle Aid work. This was seconded by Mr. Kidde and adopted.

Imlaydale Road, Warren County

State Highway Engineer Sloan recommended to the Commission that a resolution be adopted, approving of the action of Warren County Board of Freeholders in making application for the construction of a highway between Imlaydale and the Borough of Washington in accordance with the requirements of the Bureau of Public Roads. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> WHEREAS, under date of September 12, 1923, the County of Warren did pass a resolution expressing its desire to include the road beginning at the dividing line between Hunterdon and Warren Counties at Imlaydale and running by way of Marlatt's Corner, Washington, Oxford and connecting with State Highway Route 5 at Buttzville, a total distance of 11.46 miles in the Seven Percent System or Highways of New Jersey, and

WHEREAS, the County of Warren is desirous of improving that portion of said highway between Imlaydale and the Boro of Washington, a total distance of 3.26 miles, and

WHEREAS, the County of Warren did agree to comply with all requirements of the Bureau of Public Roads and Federal Aid Act of 1921.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby ratify, confirm, and approve the action of the Warren County Board of Freeholders, and

BE IT FURTHER RESOLVED, that a Project Statement be executed and forwarded to the Bureau of Public Roads of the United States Department of Agriculture on account of this improvement.

Township Aid Funds for 1924

State Highway Engineer Sloan presented for Commission consideration the approval of application covering balance of Township Aid funds available in the 1924 Township Aid Account. On motion by Mr. Kidde, seconded by Mr. Stewart, the matter was laid over until the next meeting of the Commission.

Cape May County-Township Aid

On recommendation of State Highway Engineer Sloan, Commissioner Kidde moved the approval of Force Account Agreement on Breakwater or Jerry Eldridge Road, Lower Township, Cape May County, Township Aid. This was seconded by Mr. Stewart and adopted.

Cape May County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Force Account Agreement on the Shunpike Road, Lower Township, Cape May County, Township Aid. This was seconded by Mr. Stewart and adopted.

New England Road, Cape May County Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Force Account Agreement on the New England Road, Lower Township, Cape May County, Township Aid. This was seconded by Mr. Stewart and adopted.

Button Mill Road, Cumberland County, Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Button Mill Road, Upper Deerfield Township, Cumberland County, Township Aid. This was seconded by Mr. Stewart and adopted.

Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the North East Boulevard Section, Landis Township, Cumberland County, Township Aid. This was seconded by Mr. Stewart and adopted.

Unexpended Township Aid Balance

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the transfer of unexpended balances from the Button Mill Road in the sum of $96.55 and from the Cake Road in the sum of $162.35, to be applied to the Cornwell Drive in Upper Deerfield Township, Cumberland County. This was seconded by Mr. Stewart and adopted.

Somerset County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of agreement for the construction of the Shultz-Stone House Village Road, Bernards Township, Somerset County, Township Aid. This was seconded by Mr. Stewart and adopted.

Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Heislerville Road, Maurice River Township, Cumberland County, Township Aid. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Stewart, seconded by Mr. Kidde, the meeting adjourned at 5:00 P.M. to meet in regular session on Tuesday, February 5 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING-February 5, 1924

A regular meeting of the State Highway Commission was held in the meeting room of the Commission, Broad Street Bank Building, Trenton, N.J. on Tuesday, February 5, 1924, The meeting was called to order by Chairman Scott at 11:00 A.M.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Morgan Grade Crossing-Route 4

State Highway Engineer Sloan informed the Commission that he had been in conference prior to the meeting, with representatives of the Central Railroad of New Jersey, relative to arriving at some decision on the matter of the share to be borne by the Railroad Company in the cost of the elimination of the Morgan Grade Crossing. He introduced to the Commission, Mr. C. H. Stein, General Manager of the Central Railroad of New Jersey, Mr. A. E. Owens, Chief Engineer, and W. A. Barkalow, Assistant General Counsel. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission went into executive session with the officers of the Central Railroad of New Jersey. No definite action was reported for the minutes of the meeting.

Advisory Board Route-North Camden

The meeting was resumed and the Secretary informed the Commission that a delegation representing North Camden was present with reference to the Advisory Board Route in the City of Camden. On motion, duly seconded, a hearing was granted. There appeared, Rev. Thomas J. Whelan, Paston of the Holy Name Church: Mr. J. W. Slim, representing the Camden Civic Club, and Rev. Elwood A. Harvar, representing the Ministerial Union of Camden. Mr. Slim stated that the delegation represented the residents of North Camden who were desirous of obtaining more information on the matter of the Advisory Board Route through Camden, especially with regard to the railroad freight line existing on Main Street, and which it was proposed to permit to exist in its present location, except for the elimination of the grade crossing over Penn and Linden Streets, part of which would form the new entrance to the Bridge Plaza. Mr. Slim stated that the residents of North Camden were interested in having the railroad place the tracks on a proposed Belt Line which would take the tracks entirely off Main Street and place them close to the water edge on the outside of Camden. State Highway Engineer Sloan informed the delegation and the Commission that the matter of track elimination on the Boulevard was considered of prime importance. The Advisory Board, in making its study, was assured by the railroad officials that if right of way would be provided parallel with the bridge boulevard, the railroad company would be willing to expend the necessary amount of money to move the tracks to the new location, but the railroad company was not satisfied to enter upon the construction of a new Belt Line at this time. In view of this, the Advisory Board felt that any change in the track situation other than as recommended must necessarily be a local Camden proposition. Commissioner Kidde urged upon the delegation the necessity for viewing the Camden problem with sufficient foresight to see its value at the end of 25 to 50 years from the present.

General Scott informed the delegation that the State Highway Commission was now bringing before the Legislature the matter of providing such additional funds as are necessary to carry out the major projects at Jersey City and Camden, and he further advised that the State Highway Commission would not adopt any particular line as recommended by the Advisory Board until a fair opportunity had been given to all interested parties to be heard.

Right of Way-Route 13

State Highway Engineer Sloan directed the attention of the Commission to the necessity for clearing up the situation existing at the Pyne property on Route 13, and he advised that Mrs. Pyne had engaged the services of Mr. MacMillan, the Superintendent of Grounds and Buildings at the Princeton University, to go over the property with the State Highway Department, and ascertain whether a more suitable line than that recommended by the Engineering Department of the Commission could be found. He reported that Mr. MacMillan was present at this time if the Commission desired to interview him. An invitation was extended by the Commission for Mr. MacMillan to explain the situation as he found it, which was as follows:-

> "That if the State Highway Commission will only acquire the 23' of right of way needed for roadway purposes and sidewalk, leaving the acquisition of the remaining right of way till a later period, there would be a minimum of damage done to the Pine Property and he believed that after a conference with Mrs. Pine he would be able to have Mrs. Pine agree to the change."

State Highway Engineer Sloan presented a sketch as drawn up by the State Highway Department in accordance with the suggestion of Mr. MacMillan, and he recommended that the Commission approve of the sketch as presented and authorize the acquisition of the right of way in accordance therewith at the present time. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the line as indicated on the revised sketch presented by State Highway Engineer Sloan, showing only such property taken for road purposes as would be necessary for the actual road and sidewalk. Mr. MacMillan advised the Commission that he would at once proceed to endeavor to have Mrs. Pine agree to the change, since, in his opinion, State Highway Engineer Sloan was entirely within his rights in asking for full right of way.

Commissioner Kidde informed the Commission that he believed the State Highway Commission should also arrange for an independent investigation by a competent landscape engineer as to the damages to be caused to the Pine Estate by the proposed change, and he moved that Mr. Charles W. Leavitt of New York City, be employed as Consulting Engineer to study the conditions existing on the Pine Property on Route 13 in Princeton, with a view toward making an independent report for the State Highway Commission as to the nature of damage to the said property. This was seconded by Mr. Jelin and adopted.

State Highway Annual Report

State Highway Engineer Sloan presented to the Commission, in accordance with instructions previously given, the Annual Report of the State Highway Department, in which there appeared his own report and the reports of the various Divisions and also the report of the Secretary to the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the report was ordered received and referred to the Chairman of the Board for preparation of the report of the Chairman.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 1:00 P.M. to meet in regular session again at 2:30 P.M. The meeting reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

American Ass'n of State Highway Officials

The Secretary presented a communication received by Chairman Scott from Mr H. M. Toy, Chairman of the California Highways Commission, seeking information as to whether the State Highway Commission would favor the holding of the next convention of the American Association of State Highway Officials in SanFrancisco, and how many delegates would be able to attend. On motion by Mr. Stewart, and seconded by Mr. Jelin, the communication was ordered received and acknowledged with the advice that, due to the fact that the consensus of opinion has already been taken to hold the convention in SanFrancisco, the State Highway Commission is glad to learn of the selection of that City, but will be limited in the number of representatives because of the great distance to travel. This representation will probably be limited to one individual.

Schreiber Recommendation

The Secretary received a communication from General Frederick Gilkyson, recommending Mr. William F. Schreiber, Jr. for the position of Administrative Clerk in the State Highway Department. State Highway Engineer Sloan explained that Mr. William Campbell was now holding this position in a temporary capacity and he had secured the highest average at the recent examination, but was prevented from going to the top of the list because of the fact that Mr. Schreiber was a wounded veteran. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the appointment of Mr. William Campbell as Administrative Clerk from the eligible list of the Civil Service Commission, and directed that General Gilkyson be advised that in view of the experience of Mr. Campbell and the fact that his services have been satisfactory, the State Highway Commission will retain him in it's employ.

Route 7 - Lighting

The Secretary presented a communication from Senator William A. Stevens, transmitting a petition received by him, requesting the lighting of Route 7 at a dangerous corner in the vicinity of Hamilton in Shrewsbury Township. State Highway Engineer Sloan informed the Commission that a Highway Lighthouse was at present on this location as a danger indication, but that the matter of additional lights on the highways must be a matter for the local municipality. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication and petition were ordered received and acknowledged with the advice to Senator Stevens that the policy of the State Highway Commission as now in effect is that there can be no lighting along highways other than that provided by local municipalities, and further to advise that the State Highway Commission has already provided the proper signal for the dangerous condition existing at the point named in the petition.

Shore Route Improvement-Hearing

The Secretary presented a petition from the residents of Middlesex and Monmouth Counties received by Commissioner Jelin, requesting a hearing before the State Highway Commission on the matter of the Shore Road Improvement, as presented by the Special Advisory Board. On motion by Mr. Jelin, seconded by Mr. Stewart, the Petition was ordered received, ~~and~~ proper notice to be given of the hearing to be held on the matter of Advisory Board Routes before any definite action is taken as to the laying out of said routes.

Route 4, Rahway Avenue

The Secretary presented a communication from Leo Goldberger, requesting information as to whether the State Highway Commission intends to take over the road known as Rahway Avenue, leading from Woodbridge to Rahway. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and the Secretary was directed to notify Mr. Goldberger that the highway mentioned has not, as yet, been designated by the Legislature as a State Highway Route, and for this reason it is not within the power of the State Highway Commission to take the same over.

Passaic River Bridge Repairs

The Secretary presented a communication from the Frederick Snare Corporation, bearing on the matter of quotation for the repairs to the Passaic River Bridge on Lincoln Highway Section of

Route 1, in which they advised that the nature of this work was so different that it would not seem desirable to have it done by public letting and they would offer their services on a fee basis. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and filed.

Right of Way-Route 5

The Secretary presented a communication from Mrs. Anna F. Emery concerning property occupied by her at Buttzville, N. J. on Route 5, in which she stated that she would desire very much to be permitted to occupy this property until it was needed by the State, in view of the fact that she was a widow with seven small children and with no means for support. Right of Way Agent Vollmer was present at the meeting and informed the Commission that the Buttzville Hotel property, which was occupied by Mrs. Emery, was to be sold at Sheriff's sale in order to satisfy mortgages, at which time the State was to purchase this for right of way purposes. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed the communication of Mrs. Emery be replied to, advising that if the State Highway Commission is successful in purchasing the property at Sheriff's sale, the Commission will permit Mrs. Emery to remain until the property is actually needed, for a very nominal rental fee, in view of the facts of the case, said rental to be on a month to month basis in order that the property might be obtained whenever it was deemed necessary. This was seconded by Mr. Stewart and adopted.

Bonding-

Aetna Casualty & Surety Company

The Secretary presented a communication from Mr. E. W. Bush, Engineer for the Aetna Casualty & Surety Company, in which he set forth in written confirmation the appearance of the bonding men before the State Highway Commission at its last meeting. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication with enclosures, was ordered received and placed on file.

Route 1, through Elizabeth

The Secretary presented a communication and resolution from the Elizabeth Improvement Association favoring the proposed alternate route suggested by the City Engineer of Elizabeth for the line of

Route 1, through Elizabeth, as offsetting the Advisory Board recommendation in this matter. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and the Secretary was directed to notify the writer to the effect that the State Highway Commission will give due and proper hearing to all interested parties with reference to the Advisory Board sections before any definite decision is reached.

Motor Vehicle Allotment-Hunterdon Co.

The Secretary presented a communication from the Hunterdon County Board of Chosen Freeholders, advising that the Hunterdon County Board has appropriated for road repairs for 1924 the sum equal to the Motor Vehicle allotment from the State for this year; namely, $73,502.00. On motion by Mr. Jelin, seconded by Mr. Stewart the communication was ordered received and placed on file.

Inquiry on New State Highway Route 18

The Secretary presented a communication from the Boro Clerk of Tenafly, N. J. making inquiry as to the probable time when the State Highway Commission would undertake the construction of the new State Highway Route known as State Highway Route 18. State Highway Engineer Sloan informed the Commission that preliminary surveys of this line indicated that the cost of the work will be very expensive. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file with the information to be forwarded to the Boro of Tenafly to the effect that the State Highway Commission cannot give any definite information at this time in regard to their inquiry.

Trunk Highways

The Secretary presented a resolution adopted at a conference on Thursday, January 31st, between the New Jersey State Chamber of Commerce and the Good Roads Association of New Jersey, in which resolution the conference indorsed the projects submitted by the Advisory Boards for the construction of Trunk Highways to take care of traffic which will use the New York and New Jersey Tunnel, the Philadelphia and Camden Bridge and the New Jersey Shore Road, and urged upon the Legislature to provide adequate means for the carrying out of these projects. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and acknowledged with thanks and returned to the files.

Commissioner Kidde informed the Commission that he had attended a meeting held under the auspices of the New Jersey State Chamber of Commerce, bearing on the matter of Advisory Board Reports: that he had addressed the meeting, and had found much sympathy and support for the project.

Carll's Corner Road, Salem County

The Secretary presented a communication from Senator J. Gilbert Borton of Salem County, in which he expressed thanks to the State Highway Commission for its generous contributions to Salem County for the construction of Carll's Corner Road. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and thankfully acknowledged.

Route 2-Lighting

The Secretary presented a communication from the Boro of Palmyra in Burlington County, inquiring as to the matter of better lighting along this portion of Route 2. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and the Secretary directed to notify the Boro of Palmyra to the effect that the policy of the State Highway Commission is not to light any part of the State Highway System other than bridges, where lighting existed before the same were taken over.

Route 16, Section 4, Somerset County

The Secretary presented a communication from the Board of Freeholders of Somerset County, enclosing resolution for the acceptance of the completed work on Route 16, Section 4, from the Boro of Somerville to the Village of Pluckemin. Commissioner Jelin advised that he had been over this road and was prepared to recommend its acceptance. Commissioner Stewart also stated that he had inspected this work and was ready to recommend its acceptance. State Highway Engineer Sloan informed the Commission that in accepting this particular work there was the question of extension of time, in view of the fact that the contractor had consumed 240 working days while his contract provided for 150 working days, and that the penalty would apply in the event the Commission accepted the work at the present time without granting any further extensions.

Commissioner Stewart informed the Commission that in going over this particular section of road, he had noticed the difficulties of the contractor in the handling of the labor, and he moved that an extension of time be granted on Route 16, Section 4, for forty working days, the penalty to apply beyond that time. This was seconded by Mr. Jelin and adopted.

Commissioner Jelin moved that the State Highway Commission accept the completed work on Route 16, Section 4, Somerville to Pluckemin, in accordance with the terms of the Reimbursement Act. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 9, Section 14.

The State Highway Engineer presented plans and specifications for the construction of Route 9, Section 14, from the Hunterdon County Line to North Branch in Somerset County, which represents a continuation of that section of Route 9 which was approved by the State Highway Commission on January 29th, and he recommended that the same be approved and that an order to advertise be given. On motion by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 9, Section 14, Hunterdon County Line to North Branch, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers when in form and after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisement for the same.

Route 6, Cumberland County

Commissioner Kidde inquired as to whether there were any additional plans and specifications in shape in order that the Commission might arrange for the early advertisement on the work. State Highway Engineer Sloan reported that plans and specifications were practically completed for the construction of Route 6 from Bridgeton in Cumberland County to Quinton in Salem County, on which section there is a gravel foundation which had been placed and allowed to settle for the past year. Commissioner Kidde moved the adoption of the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 6, from Bridgeton to Quinton, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement after approval by the State Highway Engineer.

This was seconded by Mr. Jelin and adopted.

Route 4, Right of Way

State Highway Engineer Sloan presented a report on the property of Mr. A. L. Hilaman, at the Bass River Bridge, New Gretna Township, Burlington County, on Route 4, and recommended that the Commission cancel the original agreement as made for the purchase of this property and provide a total payment of $2,690.00 in addition to the $400.00 already paid for the purchase of this property, due to the fact that at the time negotiations were being carried on with the property owner he was misinformed as to the grade of the new highway in front of his dwelling, being told that the grade would be raised only two feet, whereas it was raised ten feet. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the approval of a new purchase agreement for the property of Mr. A. L. Hilaman at a price of $2,690.00.

Right of Way-Route 5, Section 11

State Highway Engineer Sloan presented purchase agreements for Parcels #21 and 21-A, Route 5, Section 11, Delaware-Belvidere Section, from Eliza Miller for the consideration of $211.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcels #21 and 21-A from Eliza Miller on Route 5, Section 11, for the consideration of $211.00.

Albany Street Bridge-Right of Way

State Highway Engineer Sloan presented to the Commission purchase agreements for the acquisition of property necessary for the widening of the Albany Street Bridge on Route 1 at New Brunswick, from the U. S. Rubber Company for the sum of $11,181.78, which consideration is to cover the value of the land and the cost of removing, repairing and reconstruction of buildings, fences and appurtenances affected; in addition the State to replace part of a bulkhead which is destroyed. Commissioner Jelin inquired as to the items composing this total and stated that it was his understanding that a depreciation was to be charged against the buildings rather than to have the State pay the entire cost of replacing. He advised that a deduction which he understood was to be made would be in the amount of $3,100.00, and he suggested that such an offer be made the U. S. Rubber Company. Commissioner Kidde, therefore, moved that an offer be made the U. S. Rubber Company for property necessary for the widening of the Albany Street Bridge on Route 1 in the amount of $8,085.78, the State also to rebuild the bulkhead necessary and in the event of refusal, that condemnation proceedings be entered into in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the widening of the Albany Street Bridge on Route 1, at New Brunswick, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

BEGINNING at a point in the southerly side line of Albany Street, said point being a cross cut in the concrete walk thirty-three (33) feet from the P. I. marked 3+28.05, as shown on a plan entitled "State of New Jersey, Highway Department, Route 1, Section No.____"; map showing property to be acquired along southerly side of Albany Street, also showing general layout of new trolley location, line of proposed retaining wall, curbs, etc., in connection with the proposed widening of Albany Street Bridge over the Raritan River in the City of New Brunswick and the Borough of Highland Park, January 1923, Scale 1" = 10'," and running,

Thence (1) along the existing southerly side line of Albany Street, north eighty-nine degrees, forty-six minutes and thirty seconds east (89°-46'-30"E), a distance of one hundred and forty-three and fifty-seven one-hundredths (143.57) feet to a point where the line of the west abutment produced intersects the existing southerly line of Albany Street;

Thence (2) along said line of west abutment produced, south twelve degrees, fourteen minutes and twenty seconds east(S12°-14"20'E) a distance of seven and fifty-seven one-hundredths (7.57) feet to a point;

Thence (3) along the proposed new southerly right of way line, north eighty-seven degrees, seventeen minutes and forty seconds west, (N 87o-17'-40"W) a distance of one hundred and forty-five and thirty-four one-hundredths (145.34) feet to the point and place of Beginning; containing twelve one-thousandths (0.012) of an Acre, be the same more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $8,085.78

to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Jelin and adopted.

Right of Way-Route 15, Section 5.

State Highway Engineer Sloan presented purchase agreements for Parcel #5 on Route 15, Section 5, from Paul Ackley and wife, and recommended that an offer of $500.00 be authorized, and in the event of failure to accept said offer that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $500.00 be made to Paul Ackley and wife for Parcel #5, on Route 15, Section 5, Millville-Menantico Creek Section, and in the event of failure to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 15, Section 5, ALL that certain Lot. tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #5

BEGINNING at a point in the easterly side line of the road leading from Millville to Port Elizabeth, where the same is intersected by the northerly line of Paul Ackley, said point being in the southeasterly bank of Menantico Creek and distant eight and six tenths (8.6) feet westerly from, measured at right angles to the proposed center line of Route 15, Section 5. of the New Jersey State Highway System at Station 186/23 as shown on a plan entitled "New Jersey State Highway Department, Route 15, Section 5, Property to be acquired from Paul Ackley, Maurice River Township, Cumberland County, Scale 1"= 50', January 1924":

Thence (1) along aforesaid northerly line of lands of Paul Ackley and the southeasterly bank of Menagtico Creek, south eighty-four degrees and twenty minutes east (S84 -20'E) a distance of forty-five (45) feet to the proposed new easterly right of way line of Route 15, Section 5;

Thence (2) along said proposed new easterly right of way line of Route 15, Section 5, south seventeen degrees and thirty-eight minutes east (S17°-38'E) a distance of fifty-eight (58) feet to a point of curvature, distant thirty-three (33) feet from, measured at right angles to, the proposed new center line of Route 15.

Section 5, at Station 166+99.5;

Thence (3) still along said proposed new easterly right of way line of Route 15, Section 5, on a curve to the left with a radius of fifty-six hundred and ninety-seven (5697) feet, a distance of two hundred and ninety-one (291) feet to the line of lands of William Holzinger, the chord for this course bearing south nineteen degrees and six minutes east (S19°-06'E) and being two hundred and ninety and nine tenths (290.9) feet long;

Thence (4) along the line of lands of said Holzinger and Ackley south seventy-seven degrees and thirty-three minutes west (S77 -33'W) a distance of fourteen and five-tenths (14.5) feet to the easterly side line of the road leading from Millville to Port Elizabeth;

Thence (5) along the existing easterly side line of the road leading from Millville to Port Elizabeth north twenty-four degrees and thirty-six minutes west (N24°-36'W) a distance of three hundred and one and five tenths (301.5) feet to an angle in said road;

Thence (6) still along aforesaid existing easterly side line, north fifteen degrees and forty-three minutes west (N15°-43'W), a distance of sixty-six (66) feet to the point and place of beginning; containing two hundred and forty-six thousandths (.246) of an Acre, to be the same more or less, as shown on said plan.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances and upon the failure of such owner or owners to accept such offer, or if for any reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Route 5, Section 11.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the purchase of Parcel #19 on Route 5, Section 11, Delaware-Belvidere Section, from Harry Searles and wife, for the consideration of $1,040.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 10, Section 1-B

State Highway Engineer Sloan reported to the Commission the fact that the Right of Way Division has given him the names of the property owners on Route 10, Section 1-B, Bluff Road Section, on which property it will be necessary to notify the owners of an intention of the State Highway Commission to dispose of the said land in accordance with the provisions of the statute, and he recommended that a proper resolution be adopted authorizing such action.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> WHEREAS, by reason of the relocation of Section 1-B, of the State Highway Route 10, certain lands lying in the Borough of Fort Lee, Bergen County, heretofore acquired by the State are no longer needed for Highway purposes.
>
> RESOLVED, that the present owners of lands abutting the lands so acquired, and described in the deeds as set forth below, be notified of the intention of the State Highway Commission to dispose of said lands in accordance with the provisions of the Statute in such case made and provided and that said owners be offered a conveyance to them of such lands upon the payment to the State not later than March 1st next of the amount paid by the State for the acquisition of such lands.

Plot #	Conveyed by	Deed Dated	Recorded Liber	Page	Amount
1	Charles W. Godfrey	2-1-21	1101	204	$ 300.00
2	Charles W. Godfrey	1-13-21	1101	201	300.00
3	Isabella B. Simis	7-22-20	1074	357	325.00
4	Rebecca F. Metcalf	12-20-20	1095	494	1900.00
5	Walton W. Kissam	11-29-18	1005	113	300.00
6	Anna B. Williams	10-10-18	1005	106	450.00
7	Emily R. Williams	1-31-19	1008	271	500.00
8	George D. Packer	2-1-19	1005	422	1533.00
9	Executors - Henry N. McKinney	3-31-19	1016	520	1500.00
10	Jesse Peterson	10-11-18	1005	108	1200.00
11	George F. Hardy	2-10-19	1008	278	625.00
12	Elizabeth A. Huggins	3-29-19	1008	275	900.00
13	Elizabeth McDonald	10-10-18	1005	111	800.00
14	The Maywood Company	10-10-18	1005	104	1500.00
15	Catherine Laubschire	10-11-18	1005	117	600.00
16	John Hodkins	Condemnation			750.00
17	Jennie B. Kaufer	3-10-19	1009	489	2000.00
18	Edward G. Kaufer	3-10-19	1009	491	6000.00
19	Alice R. Phillips	11-22-18	1005	132	3500.00
20	Louis Wack	10-14-18	1005	124	150.00

Detour-Route 9, Sections 13 & 14.

State Highway Engineer Sloan presented to the Commission a report with reference to the matter of adoption of a detour for Route 9, Sections 13 and 14, between White House and North Branch, together with a recommendation from the Construction Engineer to the effect that it will be desirable to establish such a detour rather than have traffic go through the contract while under construction. On motion by Mr. Stewart, seconded by Mr. Kidde, the matter was referred back to the State Highway Engineer for presentation at the next meeting with estimate of cost for the maintenance of such a detour, in view of the fact that the detour will be of much greater than the actual distance of the road to be constructed.

Grade Crossing Elimination-Route 4

State Highway Engineer Sloan presented a report to the Commission in which he advised that notification had been received from the Pennsylvania Railroad Company to the effect that unless the State Highway Commission is ready to begin work on the proposed elimination of the grade crossing at Manasquan on Route 4, Section 20, at M.P. 71.3, the railroad company, of necessity, will need to withdraw that item from its budget for 1924, which includes their portion of the cost for the contemplated improvement, which would defer the work for an entire year, and he recommended that the agreement as already submitted, be approved. Commissioner Stewart advised that in view of the fact that a decision was awaited from the Attorney General's Department as to the form of agreement which might be entered into between the State Highway Department and the railroad company, relative to the elimination of grade crossing, he would move that this matter be approved subject to the approval of the Attorney General. This was seconded by Mr. Jelin and adopted.

Amboy Bridge Drainage-Route 4

State Highway Engineer Sloan presented a report from the Construction Engineer as to the proposed drainage improvement on Route 4 near the easterly end of the Amboy Bridge, in which report it was recommended that the burden of procuring the right of way for property damage, be placed upon Middlesex County, particularly as the State can be only slightly interested in the improvement, the State's interest being nothing more than the reconstruction of a culvert on State Highway Route 4, where the proposed storm drain will pass under the State Highway. State Highway Engineer Sloan recommended to the Commission that when the improvement is made by the County of Middlesex, authority be granted for the State to reconstruct a culvert passing under the State Highway at this point. Commissioner Kidde moved that the recommendation of the State Highway Engineer be approved and that information as to this matter be transmitted to the authorities of Middlesex County. This was seconded by Mr. Stewart and adopted.

Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on East Landis Avenue, (Vineland Home for Feeble Minded Road) Cumberland County, Township Aid work. This was seconded by Mr. Stewart and adopted.

Burlington County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Aid Force Account Agreement for Chambers Corner-Jobstown Road, Springfield Township, Burlington County, Township Aid. This was seconded by Mr. Stewart and adopted.

Burlington County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment of the work on Front St., Florence, Burlington County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Extension of Time-Crown Point Road

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of extension of time from October 31, 1923, to January 4, 1924, on Crown Point Road, Section 5, Gloucester County, work being done with Motor Vehicle Aid, said extension being necessary, due to unavoidable delays caused by the widening of a long causeway adjacent to the bridge over Woodbury Creek. This was seconded by Mr. Jelin and adopted.

Appointment-C. J. Whiteley

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the appointment of Mr. C. J. Whiteley as Assistant Civil Engineer (Projects) in accordance with a communication from the Civil Service Commission, at $185.00 per month, effective February 1st, 1924, said title of Assistant Civil Engineer to be effective as of June 1st, 1923. This was seconded by Mr. Jelin and adopted.

Employments

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of employments as made since the last meeting. This was seconded by Mr. Stewart and adopted.

2-1-24	Rhoda Sidders	Sr. Clk. & Bookkeeper	$115.00 mo.
1-22-24	Walter Shiller	Title Searcher	150.00
2-1-24	Walter Aydelotte	Gravel Patrolman	90.00
2-1-24	George C. White	Draftsman	100.00
2-1-24	J. W. Aydelotte	Gravel Patrolman	100.00
2-1-24	Murray J. Doitz	Cost Clerk	90.00
1-22-24	Wm. H. Marshall	Garage Ass't.	.50 hr.

Detour-Route 12, Sections 6 & 7.

State Highway Engineer Sloan presented for the approval of the Commission a detour for Route 12, Sections 6 & &, the greater part of which is over improved State Highways, and he recommended approval of the same by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the adoption of the following official detour during the construction of Route 12, Sections 6 & 7.

> "Beginning at the intersection of Route 12 and Mountain Ave., Hackettstown, near the bridge over the Musconetcong River, and running thence (1) in a northerly direction to Route 5 at the fountain in Hackettstown: thence (2) over Route 5 in a general Westerly direction through Vienna, Great Meadows, Townsbury and Pequest to the Washington-Buttzville Road at Buttzville: thence (3) in a general southerly direction over the Washington-Buttzville Road, through Oxford Furnace to Route 12 at the Square in Washington: thence (4) in a general easterly direction over Route 12 to the Bridge over the D. L. & W. Railroad at Port Colden."

Rahway Reformatory Request

State Highway Engineer Sloan presented a communication from Dr. Frank Moore, Superintendent of the Rahway Reformatory, requesting the repair of cracks in the pavement leading to the Reformatory. He recommended to the Commission that authority be given for the Maintenance Department to make the necessary repairs. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer.

Washington Township Roads-Morris Co.

Commissioner Jelin reported that in company with Mr. Reed, he had inspected the roads of Washington Township, Morris County, concerning which Mr. Castle, Chairman of the Washington Township Committee, had appeared before the Commission at its last meeting. He advised that with reference to the road spoken of by Mr. Castle only one-half of the same had been completed and he had recommended that instead of the Township making a request for three separate sections of road, they concentrate their application for funds to complete this line known as the Long Valley-Fairmont Road, and he had further requested the township to resubmit this matter in written form to the State Highway Commission, which they had consented to do.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting of December 11, 1923, and finding no errors moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Road Maps

Commissioner Kidde requested that one of the matters to be put on the calendar of business for the next meeting, be that of the Annual Road Map distribution.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting adjourned at 6:00 P.M. to meet in regular session on Monday, February 11, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING-February 11, 1924.

A regular meeting of the State Highway Commission was held in the Commission Rooms, Broad Street Bank Building, Trenton, on Monday, February 11, 1924. The meeting was called to order at 11:00 A.M. by Chairman, General H. L. Scott.

Present: General H. L. Scott, Chairman, and
Messrs. Percy Stewart, Walter Kidde and Abraham Jelin.

East Front Street, Plainfield

The Secretary informed the Commission that Mr. A. M. Vars, City Engineer of Plainfield, and Mayor Loizeaux were present for a hearing with the Commission. On motion, duly seconded, a hearing was granted. Mayor Loizeaux appeared before the Commission and advised that the City of Plainfield was interested with Union County in the joint improvement of East Front Street, through Scotch Plains to Irvington. He advised that the County of Union was to pave 22 feet of the entire width, provided the City of Plainfield could widen the roadway to 36 feet and place the necessary curbs and gutters within the municipalities. He requested aid from the State to the extent of $50,000.00 on this improvement in view of the fact that it will afford relief to Route 9. County Engineer Vars explained that the total length of the project is 13,000 feet, of which 3,500 feet is in the Township of Scotch Plains, and 9,500 feet in the City of Plainfield. The Secretary informed the Commission that State Aid could not be granted in the City of Plainfield, but the State could share in the cost of the improvement outside of the city limits. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the application of the City of Plainfield be taken under advisement at this time. Commissioner Kidde inquired of the Secretary whether all of the priorities which the Commission had asked to be filed against Motor Vehicle balances were provided for. The Secretary advised that a statement would be prepared at the next meeting of the Commission showing available Motor Vehicle balances, together with the list of priorities already before the Commission.

Main Street, Frenchtown

The Secretary presented a communication from the Borough of Frenchtown, requesting further information as to a hearing before the Commission, relative to their request for aid on Main Street, Frenchtown. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be deferred at this time.

Proposed Routes

Browns Mills Improvement Association

The Secretary presented a communication from the Browns Mills Improvement Association and also from the Browns Mills Auditorium Company, urging the taking over of the road from Camden to Toms River as a State Highway. The Secretary explained that this section was known as the Mathis Route. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission requested that the communications be acknowledged and that the Secretary advise that the State Highway Commission is not yet able to consider the taking over of this Route on account of lack of funds to provide for its maintenance and construction.

Route 7, Corlies Ave., -Freehold

The Secretary presented a communication from the Lions Club of Asbury Park and from the American Legion of Asbury Park and from the Board of Commissioners of Bradley Beach, urging the construction of Corlies Avenue, Route 7, to Freehold. On motion by Mr. Stewart, seconded by Mr. Jelin, the Secretary was directed to acknowledge the communications and to advise that the Commission has tentatively considered the construction in 1924, of that portion of Route 7, between Corlies Avenue and Colts Neck Road.

State Road Maps

The Secretary informed the Commission that at the last meeting it was directed that the matter of publication of the State Road Maps for 1924 be given discussion. Commissioner Kidde stated that he felt that the issuing of a Road Map was just as important to the people of the State as the marking of roads and detours, and also he did not know in what manner the best distribution of these maps could be obtained. The secretary informed the Commission that during the past year, distribution was made to all large hotels, garages, and clubs having contact with auto owners and users. Commissioner Kidde moved that a request be made as to the cost of publication and

and printing of 100,000 maps similar to the sketch presented by the General Drafting Company of New York, and also secure a quotation for the furnishing of 100,000 additional maps later in the season, if need for the same is found. This was seconded by Mr. Jelin and adopted. Commissioner Kidde suggested that the Secretary arrange for the descriptive material and legend which will be placed upon the map when the same is ordered.

South Avenue-White Horse Pike

The Secretary presented a communication from Senator A. S. Woodruff of Camden County with reference to the washout conditions existing on White Horse Pike at South Avenue. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and referred to the State Highway Engineer for investigation and report.

Advisory Board Route thru Elizabeth

The Secretary presented a communication from the First Street Association of Elizabeth and the Elizabeth Avenue Improvement Association, enclosing a resolution protesting against the route as laid out by the Advisory Board, through the City of Elizabeth. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed the acknowledgment of the resolutions with the advice that it is the intention of the Commission to hold hearings for all interested municipalities and other persons before the adoption of any route between Elizabeth and Jersey City.

Morgan Grade Crossing-Route 4

The State Highway Engineer informed the Commission that he had received advice from the Central Railroad of New Jersey that they were satisfied with the arrangements made for the construction of the Morgan Grade Crossing with reimbursement to be made to the State in the sum of $75,000.00 in three equal yearly installments without interest, as the railroad company's share of the cost of this work. 2 The Secretary informed the Commission that conference had been held with the Attorney General's Department and that a written opinion was to be issued to the effect that, in view of the fact that the State Highway Commission is authorized to arrange for the grade crossing elimination, it is lawful that an agreement be entered into with the railroad company for such improvements. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the agreement for the construction of the grade crossing at Morgan be approved subject to the receipt of a written opinion from the Attorney General on the matter of agreements with railroad companies with respect to grade crossing elimination.

The Schedule of Business was next taken up item by item as follows:-

Township Aid Applications

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the matter of township aid applications to take up balance of funds in the 1924 Township Aid Account be laid over until the next meeting.

Route 12, Section 5, Warren County

The State Highway Engineer presented for partial payment to Warren County, the papers on Route 12, Section 5, and he recommended that the Commission approve of the partial payment to Warren County in accordance with the Reimbursement Act and as provided in Chapter 91, Laws of 1922. Commissioner Kidde stated that in view of the fact that a number of reimbursement accounts are coming due in 1924, that a statement be prepared for the State Highway Commission, showing those counties where obligations will fall during the year, and he moved that the State Highway Commission approve of the partial payment to Warren County on account of reimbursement on Route 12, Section 5, as of Chapter 91, Laws of 1922, in view of the recommendation of the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for lunch at 1:00 P.M. to meet in regular session again at 2:30 P.M. The Commission reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

Right of Way-Route 6, Section 8.

State Highway Engineer Sloan presented a purchase agreement for the acquisition of right of way to construct a storm sewer through the land of Mr. A. P. Seabrook on Route 6, Section 8, for the consideration of $175.00. On motion by Mr. Jelin, seconded by

Mr. Kidde, the State Highway Commission approved the purchase of easement rights on Route 6, Section 8, from Mr. A. P. Seabrook for the consideration of $175.00.

Right of Way-Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of several parcels of land on Route 5, Section 11, Delaware-Belvidere Section, known as Parcels 14, 14-A/14-B and 14-C, from Mary C. VanKirk for the consideration of $1750.00, the State to build a toe wall of 150'. This was seconded by Mr. Stewart and adopted.

Material Inspection Contract

State Highway Engineer Sloan presented to the Commission proposals received from the Hildreth Company, the Robert W. Hunt Company and the Pittsburg Testing Laboratories, for the inspection of steel, piling and lumber, both treated and untreated, for use in the 1924 construction season, and he recommended that this work be authorized to be awarded to the Robert W. Hunt Company, which is now doing the inspection work on the Perth Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and awarded the contract for the inspection of materials for the 1924 construction season to the Robert W. Hunt Company.

Manasquan Grade Crossing Elimination-Route 4

State Highway Engineer Sloan presented for the Commission's consideration the agreement with the Pennsylvania Railroad Company covering the elimination of Grade Crossing on Route 4 at Manasquan, and he advised that this was also one of the matters which would be covered by the written opinion of the Attorney General's Department. He called attention, however, to the fact that the title to the bridge, after construction, will be vested in the State of New Jersey; also the Pennsylvania Railroad Company, is responsible at all times for its maintenance and repairs. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed approval of this agreement with the Pennsylvania Railroad Company, subject to the receipt of a written opinion from the Attorney General as to its legality.

Extension of Time-Somerset County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of extension of time to November 28, 1923, on the Clairmont-Post-Kundhardt Road, Bernards Township, Somerset County. This was seconded by Mr. Stewart and adopted.

Federal Aid-Route 6.

State Highway Engineer Sloan recommended to the Commission the approval of Project Statement for Federal Aid on Route 6, Salem to Bridgeton, which includes the construction in 1924 of that section from Bridgeton through Marlboro to Quinton. On motion by Mr. Jelin seconded by Mr. Kidde, the State Highway Commission approved the Project Statement for Route 6, Salem-Bridgeton Section.

Route 7, Freehold-Colts Neck

State Highway Engineer Sloan recommended to the Commission the approval of Projects Statement for Federal Aid on Route 7, between Freehold and Ocean Grove, which includes the construction of Corlies Avenue to Colts Neck Road, and he moved that the same be approved by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the projects statement for Federal Aid on Route 7, Freehold-Ocean Grove for submission to the United States Department of Public Roads.

Hainesburg-Columbia Road-Federal Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Projects Agreement for Federal Aid application on Project #52, known as the Hainesburg-Columbia Road in Warren County, no State funds being involved at this time. This was seconded by Mr. Stewart and adopted.

Employments

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following list of employees as made since the last meeting of the Commission:

Wm. J. Fitzpatrick	- Junior Inspector	$125.00 mo.	2-1-24
Samuel Beaumont	- Mechanic	.65 hr.	2-5-24
Raymond Brady	- Mechanic	.70 hr.	2-4-24

This was seconded by Mr. Jelin and adopted.

Township Aid Report

The State Highway Engineer presented a report from Assistant State Highway Engineer Reed, advising that of 127 townships, which have received Township Aid, 17 have advised that the required maintenance money has been appropriated. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that Assistant State Highway Engineer Reed be requested to prepare a memorandum as to the townships on which additional Township Aid had been granted from balances available, in order that the Commission might determine whether they are willing to furnish the necessary maintenance funds each year. This was seconded by Mr. Kidde and adopted.

Route 5, Delaware-Belvidere

The Secretary informed the Commission that Mr. Houston and Mr. Quay of Delaware, N. J. were present with reference to the line of Route 5, between Delaware and Belvidere. They protested the moving of the route away from the limits of the Town of Delaware without providing a means of access from the Railroad Station directly to the road, without adding an extra distance of one-half mile. Construction Engineer Bedwell was present with plans of this section of the route, and explained that the existing road was not a public road, but was owned privately and was formerly a toll road, leading to the toll bridge over the Delaware River at Delaware. Commissioner Kidde stated that the plan as submitted appeared to have merit, but that a means should be afforded for direct communication between the Township of Delaware and the new highway, and he suggested that the Engineering Division make a further study of this particular location to ascertain whether the claims presented should be further considered. He asked that the matter be again brought before the Commission at its next meeting.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned its meeting at 4:00 P.M. to meet in regular session on Tuesday, February 19, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING-February 19, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, February 19th. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: Chairman, General Hugh L. Scott, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

County Fund Distribution

The Secretary presented to the Commission a statement prepared by the Chief Auditor and Accountant, showing the distribution of funds for reimbursement to the several counties of the State, said payments to be made during the years 1924, 1925 and 1926. The Commission carefully considered this statement and Mr. Kidde moved that the statement as submitted by the Chief Auditor be approved, ratified and confirmed, and that authorization be given for payment of all 1924 reimbursement accounts to counties where proper vouchers are submitted. This was seconded by Mr. Stewart and adopted, as shown on the following list:

Bergen County	$ 248,796.18
Camden "	200,000.00
Cape May "	124,855.58
Cumberland "	209,161.06
Gloucester "	200,000.00
Mercer "	65,329.66
Monmouth "	200,000.00
Morris "	200,000.00
Ocean "	200,000.00
Passaic "	48,796.17
Salem "	200,000.00
Somerset "	200,000.00
Warren "	391,567.43
City of Bridgeton	170,351.50
Boro of Somerville	23,200.69
	$2,682,058.27

Convention-American Concrete Institute

State Highway Engineer Sloan recommended to the Commission that permission be given to Bridge Engineer, John L. Vogel, to attend the American Concrete Institute at Chicago, Illinois, his necessary expenses to be paid by the State Highway Department. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the recommendation of the State Highway Engineer.

Maplewood Township-Essex County

The Secretary informed the Commission that a delegation of representatives of Maplewood Township in Essex County were present and desired a hearing before the Commission in the matter of the construction of Route 5 through the township. On motion duly seconded, a hearing was granted. There appeared County Engineer Stickel of Essex County, Freeholder Hynes of Essex County and Township Engineer Halsey of Maplewood Township. Mr. Stickel addressed the Commission, and advised that the delegation appeared to ascertain what plans the Highway Commission had in contemplation for the improvement of Route 5 on Springfield Avenue, Maplewood. He explained that this roadway had car tracks on either side of the road, and the township would like to see these car tracks moved to the center and a proper construction, 50 feet in width, be placed upon this road. Chairman Scott inquired as to the franchise rights of the trolley company and was informed that in general in this locality, the trolley company had the privilege of placing its tracks on the side of the road and was expected to maintain a proper macadam roadway between its tracks and 18 inches outside thereof. State Highway Engineer Sloan advised the Commission that present plans, as being drawn, contemplated the moving of the trolley tracks to the center of the roadway with a 22 foot strip to be paid for by the State, inclusive of the trolley track area. He advised that the work on this section of Route 5 was in the program for early construction.

Township Engineer Halsey cautioned the Commission against any roadway less than 50 feet in width, stating that with the trolley tracks in the center, there should be at least a sufficient roadway on either side for vehicles to pass each other, and he felt that in view of the fact that the township would have to place necessary drainage, plus curbs and gutters, the State Highway Commission should increase the width of the roadway beyond that suggested by the State Highway Engineer. County Engineer Stickel made a plea before the Commission that the policy as to width if adopted by the State Highway Commission, was a 22 foot maximum. He felt that the State Highway Commission should be ready to build a width of highway, depending in every case, upon the requirements of traffic, and he pointed out the fact that this road was the second heaviest travelled roadway in Essex County, showing a count in ten hours of 9,400 vehicles. Commissioner Kidde called the attention of the delegation to the fact that the State Highway Commission had a definite amount of resources at its command which must be expended over a number of road miles and regardless of what the present feelings of the Commission might be, they could only build such a width as was felt necessary to accommodate through travel without taking into consideration any local improvements whatever. State Highway Engineer Sloan advised that in very few of the cases the through traffic requires more than the 22 feet, but the policy has always been to pave such a width as was necessary for the through traffic, and as a matter of fact, in the more outlaying districts, a 20 foot width is ample to take care of this traffic. He further advised that in this particular case it was planned to place a 22 foot width in the roadway including the car track area, provided the municipality will give a 36 foot width between curbs. Commissioner Kidde inquired as to the policy of Essex County in dealing with its subdivisions and Mr. Stickel advised that the procedure has been to ask at least a 40 foot paved roadway with 30 feet to be paid for by the county. Where car tracks are involved, a 50 foot roadway is required, of which 40 feet is paid for by the county. The State Highway Engineer advised that the State Highway Department was not concerned as to whether the local municipality desired a width greater than the 36 feet and any additional width could be arranged by agreement. Commissioner Stewart inquired as to the maximum width which the State has, up to this time, approved where traffic has so warranted. State Highway Engineer Sloan advised that a roadway of 29 feet in width was approved by the State on Route 1 between Rahway and Elizabeth. Commissioner Kidde suggested that in the event the State should undertake to build a 29 foot roadway, including the car tracks, then the County of Essex should add 10 feet and the municipality the balance, making a 50 foot width possible. Mr. Halsey protested the fact that the State work would be done inclusive of the trolley tracks, and stated that so far as the municipality was concerned, nothing would be gained other than the paving of the trolley tracks of the Public Service Corporation, without giving the municipality any improved roadway. Chairman Scott explained that the purpose of the work of the Commission was to provide a through route for traffic and in no case to make a parking space for vehicles in municipalities, which would be the case if paving was done on each side of the car tracks, leaving the car tracks unimproved. After further discussion, County Engineer Stickel stated that it will be preferable to the municipality and to the County of Essex that no work be done in this location if the State was only to pave 22 feet, inclusive of car tracks, and he would favor the holding up of the improvement until such time as the State Highway Commission feels that the traffic on the roadway warranted a greater width. Commissioner Stewart suggested that the municipality and the county prepare expert traffic counts showing the traffic existing on this roadway and present a proposition to the State Highway Commission, together with all its arguments for a greater width of pavement than 22 feet in order that special merit might be shown to the Commission for departing from its fixed policy in this improvement.

Union County Hearing ✓

The Secretary informed the Commission that a delegation headed by Mr. Force of Springfield Township, in Union County, which adjoins Maplewood Township in Essex County, was present and desired a hearing. On motion duly seconded, a hearing was granted. There appeared Mr. Force and Freeholder Meisel of Union County and citizens of Springfield Township. Mr. Force explained that it was understood that Morris Avenue, Springfield, part of Route 5, was to be improved by the State Highway Commission, and they were desirous of presenting to the Commission a description of the congested conditions existing on Morris Avenue with the double trolley track line and its intersections, in order that the State Highway Commission might be convinced that a greater width of pavement than the ordinary 22 foot width is necessary on Morris Avenue. Freeholder Meisel explained that he was present through the hearing given to Maplewood Township in Essex County and all of the arguments as presented in that hearing were practically those of Morris Avenue in Springfield Township, and the Springfield Township problem was even more alarming than that in Maplewood Township, in view of the built up conditions existing on Morris Avenue. He also questioned the drainage conditions which must be remedied in this particular location. He called the attention of the Commission to the fact that it was now necessary to maintain four to five traffic officers at the Seven Bridge Road corner to take care of traffic congestion at this point, and he advised that the Commission must certainly take some means for widening this thoroughfare when the construction was undertaken, if public life was to be conserved. He stated that he believed that the State Highway Department should widen this roadway from curb to curb, and the municipality would be willing to pay what was considered a just portion of any extra widening, also he felt that the State Highway Commission should not build less than 29 feet in width, inclusive of car tracks. Commissioner Kidde called the attention of the Commission to the fact that State Highway Commission funds were limited, and if 40 foot widths were to be placed instead of 20 foot widths, there could only be one-half the mileage actually improved with the same amount of funds. Commissioner Kidde further suggested that the County of Union give assistance to the municipality in the extra widening of this roadway in the same manner as was suggested to Essex County in Maplewood Township. Mr. Meisel advised that he would be glad to take this up with the Board of Freeholders. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a detailed report be presented by the State Highway Engineer on the conditions existing in Springfield Township, Union County, and in the meantime Mr. Meisel take up with the County of Union the possibilities of their participation when the improvement is finally put through.

V. J. Loughran-Sick Leave

State Highway Engineer Sloan recommended to the Commission that an extension of leave of absence be granted to Mr. V. J. Loughran, who is suffering from Tuberculosis, it being understood that he is desirous of securing admittance to the Glen Gardner Sanatorium where proper treatments will place him in a position to return to work. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an extension of leave of absence of 60 days with pay to Mr. V. J. Loughran, Bridge Tender and the

Secretary was directed to write to the Superintendent of the Glen Gardner Sanatorium, requesting special consideration for Mr. Loughran in view of the fact that he is a State employee.

Grade Crossing Eliminations

The Secretary presented a communication from the Attorney General advising that it is within the power of the State Highway Commission to continue as heretofore to contract with railroad companies for the elimination of grade crossings. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the opinion as received be spread in full upon the minutes and filed.

Trenton, N. J., February 12, 1924.

A. Lee Grover, Secretary,
State Highway Commission.
Broad Street Bank Bldg.,
Trenton, New Jersey.

Dear Sir:

I have your letter of the 7th inst. concerning the elimination of grade crossings with relation to the statuatory authority of the Public Utility Commissioners, and the obligations of the railroad thereunder.

The Public Utility Act authorizes the Commission to order the elimination of grade crossings by railroads after following the procedure as provided therein.

Chapter 14 of the Laws of 1917 also authorizes the State Highway Commission to eliminate grade crossings.

In my opinion, these two acts are not inconsistant, and it is not necessary to obtain an order from the State Board of Public Utility Commissioners for the elimination of grade crossings, and that, therefore, it is within the power of the Commission to continue as heretofore to contract with railroad companies for such work.

Very truly yours,

(signed) EDWARD L. KATZENBACH,

Attorney-General.

Special Counsel-Perth Amboy Bridge

The Secretary presented a communication received from the Attorney General, advising that he has designated Mr. William Newcorn as special legal assistant to handle condemnation proceedings now pending in connection with the Perth Amboy Bridge, and requesting that whatever papers are in the possession of the State Highway Department be turned over to Judge Newcorn. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that all papers in connection with the condemnation proceedings on the new Amboy Bridge be referred to Mr. Newcorn.

Shore Route Traffic Relief

The Secretary presented a communication received from Governor Silzer transmitting a copy of a letter received by him from Mr. A. W. Morton, recommending an alternate route for shore traffic relief, which matter has been presented to the State Highway Commission in a report of the Special Advisory Board. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered acknowledged to the Governor, and the Commission directed that the letter from Mr. Morton be referred to the State Highway Engineer.

1924 State Road Maps

The Secretary presented for further consideration of the Commission a communication received from the General Drafting Company of New York, advising that they will furnish to the Commission 100,000 copies of the road map of New Jersey as explained in previous estimates in the sum of three cents per map, or a total of $3,000.00, this price to include the folding of maps and will permit the Commission to place any reading material it desires upon any of the space of the map, without additional expense. This quotation also advised that in the event an additional lot of 100,000 maps is desired, there could be furnished at two and four-tenths cents each. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of 1924 road maps at a cost of $3,000.00 with an option of purchasing an additional 100,000 at a later date at a price not to exceed $2,400.00, said maps to be properly folded and to contain thereon any material which the State Highway Commission might desire, and the Secretary was directed to arrange for the necessary purchase through the regular channels of the State.

Salem County-Communication

The Secretary presented a communication from the Salem County Board of Freeholders, enclosing a resolution placing on record the appreciation of the County for the emergency allotment granted by the State for work on the Carll's Corner Road, Salem County. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered acknowledged with proper thanks.

Millville Request

The Secretary presented a communication from the City Clerk of Millville in which they advised that a petition had been presented to the City Commission of Millville by the Citizens' Committee for permission to erect a monument directly opposite the Millville Hospital on North High Street, permission being asked for the monument to be placed in the center of the road, which is part of the proposed Route #20. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Citizens' Committee of Millville be informed that inasmuch as the State Highway Commission has not yet taken over Route 20, no action can be taken at this time with reference to their request; the Commission, however, would be very glad to have a sketch showing the proposed location of the monument and probable area to be occupied, for consideration, before any work on the erection of the monument is proceeded with.

Route 7-Improvement

The Secretary presented a communication from Mayor Hetrick of Asbury Park, requesting a copy of plans for the construction of Route 7, between Corlies Avenue and Freehold. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the plans for the improvement of Route 7 have not yet been completed but that the Commission will be glad to have Mayor Hetrick call at the office in Trenton and take up with the Construction Engineer any matters concerning this improvement.

Route 5, through Madison and Chatham

The Secretary presented a communication from the Morris County Board of Freeholders, transmitting a letter received by them concerning Route 5, through Madison and Chatham. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission recessed for lunch at 1:00 P.M., to meet again at 2:30 P.M. in regular session. The Commission reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

State Highway Conference-Passaic River Bridge.

Commissioner Kidde reported that on Thursday evening, February 14th, a special conference was held by the members of the State Highway Commission, at which time the emergency caused by the breakdown of the Passaic River Bridge was taken up. Recommendations were made by the Engineering Division for preventing serious disaster because of the breakdown of this bridge, and he moved that the action as taken by the State Highway Commission at this conference, in which it was decided that the State Highway Commission could not take the responsibility for continuing the operation of the Passaic River Bridge and issued instructions for its closing in order to prevent disaster, be approved. This was seconded by Mr. Stewart and adopted.

State Highway Engineer Sloan presented to the Commission the proposed contract with the Frederick Snare Corporation for the necessary repairs to the Passaic River Bridge, and he called attention to the fact that arrangements were made for the furnishing of castings within two weeks with complete delivery in four weeks as against two months, originally planned.

Commissioner Kidde moved that an expression of appreciation and thanks be given by the Commission to the Engineering forces which assisted in preventing serious disaster because of the breakdown of the Passaic River Bridge and for the character of the contract as arranged with the Frederick Snare Corporation for the emergency repair of the structure. He reported that he was satisfied that moderate prices for the use of equipment and services had been secured, and he further moved that the State Highway Commission ratify, confirm and approve the contract as entered into with the Frederick Snare Corporation, and the Chairman be authorized to sign the necessary contract on behalf of the State Highway Commission. This was seconded by Mr. Stewart and adopted.

Fender Racks, Passaic River Bridge

State Highway Engineer Sloan called the attention of the Commission to the fact that the fender racks on the Passaic River Bridges are practically in need of replacement, and that due to the closing down of the bridge it would be possible to drive the outside piles much easier than when the bridge was in use. It was estimated that the cost of fender racks would be $65,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized competitive bids to be obtained for the furnishing of fender racks on the Passaic River Bridge when plans for the same were completed and approved by the State Highway Engineer.

State Highway Engineer Sloan reported to the Commission that even after the Passaic River Bridge was repaired that the present structures over the Hackensack and Passaic Rivers, on Route 1 Extension, will not be up to the standard of the present day traffic.

Amboy Bridge-Subcontracts ✓

State Highway Engineer Sloan presented a communication from Stillman-Delehanty-Ferris Company, making application for permission to sublet contracts for the construction of Piers 11, 12, 13, 14, 15 and 16 to the Foundation Company ofNew York City, and for award of subcontract for water-proofing and bituminous cement to the New Jersey Roofing Company of Perth Amboy. There was also presented a recommendation from Mr. C. W. Hudson, Supervising Engineer on this work, recommending the approval of subcontractors named. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of subcontracting for construction on Piers 11, 12, 13, 14, 15 and 16 of the new Amboy Bridge to the Foundation Company of New York City, and also the sub-letting of contract for water-proofing and furnishing of bituminous cement and insulating joints to the New Jersey Roofing Company of Perth Amboy, New Jersey, in accordance with the recommendation of the State Highway Engineer.

Route 16, Section 4 ✓

The Secretary informed the Commission that Senator Case of Somerset County was present with Mr. Peckworth of the PeConCo Engineering & Construction Company on the matter of penalty placed on their contract for the construction of Route 16, Section 4. On motion, duly seconded, a hearing was granted. Senator Case appeared before the Commission and advised of the delays encountered by the PeConCo Engineering & Construction Company in their work on this work on this section. He called attention to the fact that the contractors were held up for a long time due to the work in Somerville, which they themselves had decided to omit until the remainder of the job had been completed. This had caused the work to be held over an entire winter, and had resulted in much delay. In addition to this fact, the delay had resulted in causing an increase in the cost of labor, and materials on the work, and the contractors suffered very much financial difficulties in trying to keep the work moving. He advised that as far as the County of Somerset was concerned, a full extension of time had been given to the contractor, subject to approval by the State, because of the fact that this delay had occurred and also in view of the fact that the contractors had succeeded in finishing the work despite financial difficulties. He informed the Commission that the contractor had estimated his loss on this work at $25,000.00, and further due to the fact that the work was opened to traffic on November 20th last, he asked that the Commission grant an extension of time to the actual completion of the work, and remit any penalties which have been inflicted. State Highway Engineer Sloan informed the Commission that there was no question as to the quality of work performed, but the contractor failed to follow out instructions which were given to him by the Engineering Division, which would have brought the work to a close within the time specified, and in view of this absolute neglect the delay occurred, and it appeared that the contractor was willing to take the penalty rather than to proceed under the arrangements prescribed by the Engineering Division. Mr. Peckworth explained the actual conditions existing on the work, and advised that he was prepared to follow out the recommendations of the Engineering Division and had gone to the expense of $9,000.00 to further equip his stone plant to take care of the work, but he was unable to proceed according to instructions. Commissioner Stewart informed Senator Case that the State Highway Commission fully understood the difficulties involved in contracting work, and it is always very generous in its handling of contractors. However, there was a great deal of confidence in the engineering forces and if it is necessary to enforce discipline by inflicting penalties, this must be done. After the delegation departed, the Commissioners considered the additional facts presented in the case, and Mr. Jelin stated that the situation as brought out concerning the work in Somerville was not clear in his mind at the last meeting, and it appeared that the contractor was entitled to some consideration on this account, and he moved that in view of the additional facts presented at this meeting that one-half the penalty be remitted to the contractor with the recommendation of the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

Middlesex County Road Repair Moneys ✓

The Secretary presented a communication from the Middlesex County Board of Freeholders, requesting that the Commission consider the matter of payment of road repair moneys due Middlesex County. Assistant State Highway Engineer Reed was asked for report as to conditions in Middlesex County, and he advised that a number of roads in the County Schedule ~~was~~ ere placed in proper condition by the county, but there were still a number of roads which would cost in the neighborhood of $15,000.00 to place in proper shape. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the sum of $15,000.00 be withheld from the balance due Middlesex County on the 1923 Motor Vehicle Schedule, and that the remainder of the funds be forwarded to Middlesex County, with a statement from the State Highway Engineer, advising that the other roads should be repaired before the full amount of repair funds is released to the county.

Right of Way-Route 9, Section 13. ✓

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance of easement for drainage rights on Route 9, Section 13, White House to Somerset County Line, known as Parcel #2 from Samuel Daggett for the consideration of $1.00. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 5, Section 12. ✓

On recommendation of the State Highway Engineer, Commissioner Jelin moved the purchase of Parcel #7 on Route 5, Section 12, Netcong-Canal Culvert Section, from Robert J. Pettit for $150.00, this action rescinding a former agreement with Mr. Pettit for the acquisition of Parcel #7-A on Route 5, Section 12, due to change in Line. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 5, Section 12.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase of Parcel #31 on Route 5, Section 12, from Phoebe M. King for the consideration of $700.00, plus construction of a driveway and steps. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 5, Section 11.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the purchase of Parcel #16, on Route 5, Section 11, Delaware-Belvidere Section from S. J. Stackhouse, for the consideration of $750.00. This was seconded by Mr. Kidde and adopted.

Labor Union-Hearing.

Commissioner Jelin introduced to the Commission at this time Mr. Flynn, representing the Labor Unions of Middlesex County. Mr. Flynn informed the Commission that he represented the trades of New Brunswick and vicinity and they were having difficulty in unionizing the work on the Albany Street Bridge at New Brunswick. He advised that all building trades are 100% union in New Brunswick and the Perth Amboy Bridge was being constructed with Union labor, and he requested the cooperation of the State Highway Commission in securing the consent of Michael Staub, contractor on the Albany Street Bridge, to unionize the labor employees on the work. Commissioner Jelin stated that he had proceeded to take the matter up with Mr. Staub and he had expressed his willingness to employ union labor where it was necessary, but up to this time he had failed to do so. Commissioner Kidde advised that while he was personally in favor of Labor Unions, yet he did not believe the State Highway Commission had any authority under its contract with Mr. Staub, to enforce the employment of union labor, and he felt that Mr. Staub himself would probably see the wisdom of hiring union labor, in view of the fact that all trades in New Brunswick are unionized, and it will be difficult to handle his work when skilled technical labor is needed. The Commission advised Mr. Flynn that they would inform Mr. Staub of Mr. Flynn's request.

Ocean County Request

State Highway Engineer Sloan presented the application of Long Beach Township, Ocean County, requesting permission to proceed with the work on 16th Street, 20th Street, 21st Street, 28th Street, Culber Avenue, Sigsbee Avenue, Pennsylvania Avenue, Baltic Avenue, Maryland Avenue, and Stanton Avenue, under the terms of the Township Aid Account, funds to be provided by the Township until funds become available on January 1st, 1925, and he recommended to the Commission that this application be denied in view of the fact that it is illegal for the Commission to approve the allotment of any funds not actually in the hands of the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the application of Long Beach Township, Ocean County, be held until the 1925 funds become available.

Monmouth County Surface Treatment.

State Highway Engineer Sloan presented to the Commission for approval, specifications for surface treatment with tars Grade "B" and "UB" for various roads in Monmouth County, and he recommended that same be approved by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Lignin Binder, Monmouth County

State Highway Engineer Sloan presented to the Commission the specifications for Lignin Binder surface treatment of roads in Monmouth County, for dust laying purposes during the year 1924, and he recommended that the same be approved with a change in sentence on Page 2-A to read "The contractor shall provide material in requisite amount to carry out the intent of this contract" in the place of "The contractor must be prepared to supply the County, if so ordered, with Lignin Binder in the amount of at least 20,000 gallons per day." On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer, and authorized approval of Monmouth County specifications for Lignin Binder as amended by the State Highway Engineer.

Crescent Boulevard, Advisory Board

The Secretary presented a communication from Mr. J. C. Remington Jr., requesting a copy of the Advisory Board Report and plans affecting the Crescent Boulevard in the vicinity of Camden. On motion by Mr. Stewart, seconded by Mr. Kidde, the Secretary was directed to inform Mr. Remington that this report is now in the hands of the Printer, and a printed copy will be forwarded him when same is received, but in the meantime Mr. Remington is privileged to call at the office at Trenton and inspect the copy on file at this office.

Employments

State Highway Engineer Sloan presented the list of employments as approved by him since the last meeting of the Commission and recommended ratification of the same. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously approved the follwoing employments as made by the State Highway Engineer.

3-1-24	Virgil Markle	Resident Engineer	$240.00 mo.
3-1-24	Harry Houck	Traffic Examiner	100.00 mo.
2-4-24	John Copelli	Motor Tr. Driver	.45 hr.

Carll's Corner Road, Salem County

State Highway Engineer Sloan recommended to the Commission for its approval the award of contract by Salem County for the Carll's Corner Road, 1st Section, to Mr. Charles T. Kavanagh, the lowest bidder. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract for the Carll's Corner Road, Salem County,by Salem County, as recommended by the State Highway Engineer.

Right of Way-Route 5, Section 11

State Highway Engineer Sloan requested Right of Way Engineer Meeker to explain to the Commission the difficulties involved in connection with the right of way on Route 5, Section 11, Belvidere-Delaware, and he advised that in making a change in line, in order to build the road and obtain sufficient width, it will be necessary to use property which is owned in fee by the P. R. R. but which has been used as a public road for many years past, and in endeavoring to obtain approval from the Railroad Company, to the use of this road as a State Highway, the railroad company will give the road to the State provided the State will be willing to take care of future developments of the railroad system, which would necessitate a cutting off of a part of the width of the roadway by a toe wall. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the entire matter, together with papers and maps be submitted to the Attorney General's Department for information as to whether the railroad company has the right to take any part of the road in the event they so request.

Hunterdon County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Baptistown-Barbertown Road, Kingwood Township, Hunterdon County, Township Aid. This was seconded by Mr. Jelin and adopted.

Salem County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved that the request of Lower Penns Neck Township, Salem County, for additional aid on the Harrisonville-Lighthouse-Cemetery Road, be denied at this time with the request that the same be presented at a later date when 1925 funds become available. This was seconded by Mr. Kidde and adopted.

Detour-Route 9, Sections 13 and 14

State Highway Engineer Sloan presented to the Commission a further report on the matter of detour for Route 9, Sections 13 and 14 and advised that it is estimated that the cost of this detour will be $28,840.00, and he recommended that this detour be approved in view of the convenience of traveling public, in not having to pass over the highway while under construction and in the saving in price which will be affected, due to the evicting of traffic while work is going on. On recommendation by Mr. Kidde, seconded by Mr. Jelin, the following official detour for Route 9, Sections 13 and 14, White House to North Branch, was approved:

Beginning in Somerville at the intersection of Routes 9 and 16; thence (1) northerly over Route 16, 7.8 miles to Bedminster; thence (2) westerly 5.7 miles over County Roads via Lamington to New Germantown or Oldwick: thence (3) southerly over County Road 3.2 miles to Route 9 at White House.

Extension of Time-Newton-Stanhope

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of extension of time to June 1st, 1924, on the

Newton-Stanhope Road, Section 3-A, Sussex County, Motor Vehicle Aid, due to the fact that a change in the road made an additional fill necessary. This was seconded by Mr. Jelin and adopted.

Morris County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for the Dover- Mt. Freedom Road, Section 1, Randolph Township, Morris County, Township Aid. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 15, Section 5

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance of grant for right of way to widen fills over land of John Goodagage on Parcel #2 of Route 15, Section 5, without any consideration being expressed. This was seconded by Mr. Jelin and adopted.

Township Aid Applications

State Highway Engineer Sloan presented to the Commission for its approval the applications for township aid from the balance remaining in the 1924 Township Aid Fund. The total amount of the applications remaining on file are $439,022.38, with a sum available for distribution of only $76,239.49. Assistant State Highway Engineer E.E.Reed, in charge of Township Projects, advised the Commission that recommendations were made in all cases where the work was considered of prime importance as important county road connecting links and where they will furnish extensions of roads already undertaken by some of the townships.

State Highway Engineer Sloan reported that he was prepared to recommend approval of the requests as presented by the Assistant State Highway Engineer, and that all of the counties had signified their willingness to provide adequate maintenance with the exception of one township. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously approved the recommendations of the State Highway Engineer, and directed the approval of Township Aid applications for the remainder of funds in the 1924 account as follows, the apportionment to Mantua Township, on Gloucester County to be held up until definite information is received that the Township will provide the maintenance as requested under the statute after completion of the work:

Township	Road Name	Length	State's Share $	Township's Share $
BERGEN CO.				
Franklin	Crescent Rd.Sec.1	.75	5,885.00	1,961.67
CAMDEN CO.				
Gloucester	Erial Road	1.5	3,000.00	1,000.00
CUMBERLAND CO.				
Maurice River	Cumberland Rd.	2.0	1,500.00	500.00
" "	Heislerville	2.0	2,250.00	750.00
GLOUCESTER CO.				
Mantua	Pitman-Richwood	.75	3,000.00	1,000.00
HUNTERDON CO.				
Holland	River Road	3.6	17,500.00	5,633.33
Alexandria	Everittstown-Pitman Road	4.0	20,000.00	6,666.67
MONMOUTH CO.				
Freehold	Elton-Adelphia	4.0	30,000.00	10,000.00
WARREN CO.				
White	Hazen-Cornish	2.63	3,080.66	4,500.00
Washington	Brass Castle Rd.	2.74	2,206.20	735.40

Assembly Bill #259

Commissioner Jelin informed the Commission that he had been advised that Assembly Bill #259, which provided an Arbitration Board for the settlement of controversy between the State Highway Commission and contractors, had been passed by the House of Assembly, and he moved that a communication be forwarded to the Senate President and to the Chairman of the Senate Highways Committee, requesting that before any action is taken on this Bill by the Senate, that a hearing be granted to the State Highway Commission, in view of the fact that the adoption of this Bill would have effect upon State Highway contracts. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 5:00 P.M. to meet in regular session on Tuesday, February 26th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING-February 26, 1924.

A regular meeting of the State Highway Commission was held at the Commission Room, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, February 26, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman. and
Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Springfield Avenue, Essex County ✓

The Secretary presented a communication from the Township Committee of Maplewood Township, Essex County, advising that in the event the State Highway Commission will widen Springfield Avenue, when repaved through the Township to a 50 foot width, then the Township will undertake to relay all curbs and gutters and sewer and gas connections to the curb line and the laying of 10 feet of pavement. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and referred to the Construction Division awaiting advice from Essex County as to what share of the work will be borne by the County.

Anticipated Motor Vehicle Receipts ✓

The Secretary presented to the Commission a statement prepared by the Chief Auditor, covering the proposed distribution of Motor Vehicle receipts for the year 1924. On motion by Mr. Kidde, seconded by Mr. Jelin, the statement was ordered received and held for later consideration.

Passaic River Bridge ✓

Commissioner Kidde reported that he had met Mr. Buttenheim of the Frederick Snare Corporation and that efforts were being made by that Corporation to organize so as to speed up the work of repairing the Passaic River Bridge.

Ocean City-request ✓

The Secretary informed the Commission that a delegation from Ocean City was present for the purpose of a hearing before the Commission. On motion duly seconded, a hearing was granted . There appeared Mayor Champion of Ocean City, who was the director of the Board of Freeholders of Ocean County and Mr. Bovinger. Mr. Champion informed the Commission that it was the purpose of the delegation to make request that the road known as the Somers Point-Ocean City Bridge Road be given a hard surface pavement. He explained that this road was purchased by the State from the toll bridge company and was now owned solely by the State although there was a county road on each end of this stretch. Mr. Bovinger also urged the improvement of the roadway as a benefit to Ocean City and through traffic into Cape May, and advised that although the paying of the actual toll was removed there still was paid a great toll in the cost of wear upon the automobiles in traversing this stretch of gravel road. The distance of the roadway includes 5,900 feet, and the bridge itself is one mile long. State Highway Commissioner Kidde informed the delegation that the State Highway Commission was now maintaining this strip of the roadway on a stretch of road which is not a part of the State Highway System. It is in reality a part of the county road system, and is distinctly of advantage to Cape May County, in which it lies. He further stated that although the Commission was responsible for the maintenance of this road, he would not approve of hard surfacing this roadway unless there was some participation in the work by the county authorities. The representatives of Ocean City presented to the Commission resolution from the Chamber of Commerce of Ocean City, from the Kiwanis Club of Ocean City, the Ocean City Real Estate Board, and the Young Mens Progressive League of Ocean City, also the Chamber of Commerce of Somer's Point: all urging the improvement of this road. The estimated cost of the improvement was placed at between $50,000.00 and $60,000.00. Commissioner Jolin expressed the belief that the State Highway Commission would consider favorably sharing one-half of the cost on this work; namely, that if the County of Cape May would undertake to share 50% of the cost of the improvement, then the State Highway Commission would consider paying the remaining 50% and he suggested that the county might cover this improvement by arranging to use the Motor Vehicle receipts given by the State over a period of two years. Mr. Champion, who was also Director of the Board of Freeholders, advised that he would take the matter up with the Board, anf if it is legally possible to contribute to the State one-half the cost of this work, he felt that the Board would consider the matter favorably.

Injury Claim-Request

The Secretary presented a communication from Frank S. McKee, Jr., Attorney for Miss Anna Lawrence, requesting a copy of the opinion of the Attorney General, wherein he advised that the State Highway Commission cannot pay claims for injuries sustained on highways. The Secretary inquired of the Commission whether the opinion of the Attorney General should be forwarded. Commissioner Stewart advised that legal opinions received are generally of a confidential nature, and he would move that Attorney McKee make application to the Attorney General for release of this opinion. This was seconded by Mr. Jelin and adopted.

Ocean County Request

The Secretary presented to the Commission a communication received from Assemblywoman, Mrs. L. W. Thompson, of Ocean County, referring to the State Highway Commission resolutions received from the Boroughs of Seaside Heights, Point Pleasant Beach, and Mantoloking, requesting that the State Highway Commission take over for construction the road from Point Pleasant to Seaside Heights. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication and resolutions be received, properly acknowledged and filed.

Raritan River Bridge, New Brunswick

The Secretary presented an opinion received from the Attorney General, advising that the State Highway Commission may not construct a bridge over the Raritan River, which would interfere with the property of the Women's College at New Brunswick. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication of inquiry, together with the opinion received from the Attorney General, be spread in full upon the minutes and the same be given fullest publicity.

January 9, 1924.

Hon. Thomas F. McCran,
Attorney General,
State House, Trenton, N. J.

Dear Mr. McCran:-

I am directed by the State Highway Commission to respectfully request your advice in connection with the proposed construction of a new bridge over the Raritan River between New Brunswick and Highland Park in order to afford a relief route for the State Highway Routes through New Brunswick.

One of the lines under consideration intersects the property of the New Jersey Women's College. Your advice is respectfully requested as to whether the State Highway Commission can condemn as against an institution of learning, and especially since this institution is a branch of the State Government.

Very truly yours,

A. LEE GROVER,

Secretary.

February 12, 1924.

A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

Dear Sir:-

Your letter to Mr. McCran of January 9th last has been received and considered.

The State Highway Commission desires to be advised as to whether they can condemn land as against the State, which is being used for the erection of a new bridge over the Raritan River between New Brunswick and Highland Park, where one of the lines under consideration intersects the property of the New Jersey Women's College.

It is not to be presumed that the Legislature intended to allow land devoted to one public use to be subjected to another, unless the authority is given in express words or by necessary implication.

It must be clear from the nature of the mischiefs to be reached, or the language used, that the Government was in the contemplation of the Legislature before a court could be authorized to put a construction on a statute which would affect the rights of the State. The Government is not bound unless the statute does expressly or by necessary implication extend to it.

I am, therefore, of the opinion that the State Highway Commission may not construct a bridge over the Raritan River which would interfere with the property of the New Jersey Women's College.

Very truly yours,

EDWARD L. KATZENBACH,

Attorney-General.

Route 7, Section 1, Corlies Avenue

The Secretary presented an opinion from the Attorney General's Department, in which he advised that the shares of the Building and Loan Association stock, such as those referred to in the matter of security for Route 7, Section 1, Corlies Avenue, are not negotiable securities and therefore may not be accepted as security under the requirements of the State Highway Commission as stated. The Secretary explained that in verbal discussion of the matter, the Attorney General's Department had advised that if the Commission did not express a desire for negotiable security, it could be arranged to accept the Building and Loan shares, if properly turned over. Commissioner Stewart advised that he would favor the acceptance of the shares if it would not act as a precedent for the Commission. Commissioner Kidde moved that the Building and Loan shares as offered for security on the construction of Route 7, Section 1, Corlies Avenue, contract of the East Jersey Bridge Company, be accepted in this particular case because of the conditions involved and that the instrument for the acceptance of these shares be drawn by the Attorney General's Office in order to safe-guard the State Highway Commission in every possible way so that the security may be delivered in such a manner as to give the State Highway Commission power to use the proceeds of the same if it should become necessary to do so. This was seconded by Mr. Stewart and adopted.

Route 10, Section 2, Bluff Road.

The Secretary presented an opinion from the Attorney General, advising that in the matter of Route 10, Section 2, Bluff Road property, the State Highway Commission is not authorized to shut off access to the existing road on highways precluding the abutting owners from the use thereof, which they propose, and further advising that in accordance with the deeds, the property cannot be used for other than highway purposes. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the opinion be received and that the action for the disposal of Bluff Road stand as at present, the Commission to sell that land where the offer from the property owner is the same as was paid by the State; otherwise, the property is to remain in possession of the State.

Passaic River Bridge-Complaint

The Secretary presented a communication from the Meadow Taxpayers' Association of Kearny, New Jersey, protesting against the method of transportation used in the conveying of the public over the Passaic River, due to the Lincoln Highway bridge being closed for repairs. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be referred to the State Highway Engineer for investigation and study as to the improvements which may be made in the transportation methods employed over the Passaic River.

New Perth Amboy Bridge-Route 4 -

The Secretary presented a communication from J. L. Clevenger, Editor of the Perth Amboy Evening News, informing the Commission that Assembly Joint Resolution #3. has been passed by the Legislature, making the new Amboy Bridge a State Memorial for the New Jersey boys who fought in the World War, and asking that the State Highway Commission take up the memorial project with the purpose in view of making the bridge a worthy memorial for New Jersey. The Secretary informed the Commission that since the receipt of the letter from Mr. Clevenger, Governor Silzer has signed the measure, thus making it a law. Commissioner Kidde stated that he believed an Advisory Board should be formed for the purpose of giving the Commission a report on artistic decorations for the new Amboy Bridge in order to make it a War Memorial. Commissioner Jelin stated that he believed that when such an Advisory Board was formed, it should be headed by Chairman Hugh L. Scott of the State Highway Commission, and he offered the following resolution for adoption:

> WHEREAS, by Assembly Joint Resolution #3, which has been adopted by the Legislature of New Jersey, session of 1924, and signed by the Governor, the bridge over the Raritan River, between Perth Amboy and South Amboy, is dedicated as a memorial in commemoration of the services of New Jersey's sons who served in the World War, and provides that the said bridge be called "Victory Bridge", and
>
> WHEREAS, the said Assembly Joint Resolution #3 provides that the State Highway Commission shall cause to be erected on said bridge suitable tablets and ornamentations in accordance with the provisions of the said resolution, and
>
> WHEREAS, the State Highway Commission is in full accord with purpose of the said Assembly Joint Resolution #3, having recognized the possibilities of making this bridge a memorial to the valiant sons of New Jersey who served our country so well in the great World War, many of whom gave their lives in the service of our country.
>
> NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby appoint an Advisory Board for the special purpose of making a study of such suitable memorial features. the said Advisory Board to be composed of General Hugh L. Scott, Chairman of the New Jersey State Highway Commission, as Chairman, and such eminent architects and artists as may be invited by the State Highway Commission to serve as members of said Advisory Board, the said Advisory Board to give its services to the State without remuneration other than necessary expenses, in view of the great patriotic nature of this work, and

BE IT FURTHER RESOLVED, that the work of the said Advisory Board shall be submitted to the State Highway Commission for its careful consideration in order that suitable recommendations may be made to the Legislature of New Jersey for the carrying of the provisions of Assembly Joint Resolution #3 into effect.

On motion by Mr. Jelin, seconded by Mr. Stewart, the communication of Mr. Clevenger was ordered received and properly acknowledged, with a copy of the action taken by the State Highway Commission in this matter.

Proposed Belt Line thru Camden

The Secretary presented a resolution from the City Commission of Camden, placing the Board of Commissioners of Camden on record as favoring the proposed Belt Line along the river front and opposing the railroad line proposed adjoining the Camden and Philadelphia Bridge where same runs over the city streets of Camden. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and placed on file.

Beachwood Property Owners' Ass'n.

The Secretary presented a communication received from the Beachwood Property Owners' Association, advising that the annual dinner of the Association will be held on March 29th in New York City, and inviting a member of the State Highway Commission to be the guest of the Association at that time, and tell something of the highway construction for 1924. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and properly acknowledged with the advice that an effort will be made by one of the members of the Commission to be present on March 29th.

PeConCo Engineering & Construction Co.

The Secretary presented a communication from the PeConCo Engineering & Construction Company, placing themselves on record in writing as to the fact concerning delays in their contract. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file in view of the fact that the contractors had not been appraised, when this letter was written, of the action taken by the State Highway Commission at its last meeting.

Snow Removal Commendation

The Secretary presented a communication from Col. H. N. Schwarzkopf, head of the State Police, commending the State Highway Department for its work in removing snow from State Highways, together with his reply thereto. On motion by Mr. Jelin, seconded by Mr. Stewart the communication was ordered acknowledged with thanks and filed.

State Highway Route 3-Complaint

The Secretary presented a communication from Mr. Charles E. Hall, protesting the flooding of his property from water on State Highway Route 3. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for the purpose of investigating and correcting, if possible, drainage conditions on Route 3.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adjourned for luncheon at 1:00 P.M., to meet in regular session at 2:30 P.M. The Commission reconvened at 2:30 P.M., as agreed, with the same members present as at the morning session.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 5, Section 11-Right of Way

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of purchase agreement for Parcel #33 on Route 5, Section 11, Delaware-Belvidere Section, from Helen L. Massenat, for the consideration of $1,168.00. This was seconded by Mr. Stewart and adopted.

Right of Way Division

In connection with the matter of rights of way, Mr. Jelin inquired as to whether along with the work of the Right of Way Division, if its volume could not be accelerated, and he moved that the State Highway Engineer consult with the Right of Way Engineer, Mr. Hecker, and develop a definite plan in order that the Right of Way Division may better function. This was seconded by Mr. Kidde and adopted.

Route 5, Section 11-Right of Way

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the purchase of the following parcels of Route 5, Section 11, Delaware-Belvidere Section:

Parcel #9,	Mrs. Mary E. Swartwout	-	consideration	$320.00
" #15,	Louisa R. Kimenour,	-	"	$253.00

This was seconded by Mr. Kidde and adopted.

Route 16, Section 6-A-Easement

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of easement granted by the Somerset Crystal Springs Farms Corporation on Parcel #13, Route 16, Section 6-A. for the consideration of $100.00. This was seconded by Mr. Stewart and adopted.

Woodbury-Blackwood Road, Section 2

State Highway Engineer Sloan presented plans and specifications for the construction of the Woodbury-Blackwood Road, Section #2, Gloucester County, and advised that the County was desirous of having the Commission reject these in order that it might proceed from its own funds. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that plans and specifications for Woodbury-Blackwood Road, Section #2, Gloucester County, be rejected because of lack of funds, this permitting the county to perform the work from its own moneys.

Bridgeton-Port Norris Road

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of plans and specifications for the Bridgeton-Port Norris Road, Section #1, Cumberland County, Federal Aid Project #60. This was seconded by Mr. Jelin and adopted.

Bergen County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for Crescent Avenue, Section 1, Franklin Township, Bergen County, Township Aid. This was seconded by Mr. Stewart and adopted.

Federal Aid-Route 4.

State Highway Engineer Sloan presented to the Commission for its approval Projects Statement, making request for Federal Aid Apportionment on State Highway Route 4 from Asbury Park to Toms River. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the statement for Federal Aid on Route 4, Asbury Park to Toms River, and authorized the Chairman to sign the same.

Federal Aid-Route 15

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Project Statement for Federal Aid on

State Highway Route 15 from Bridgeton to Rio Grande, and authorized the Chairman to sign the same. This seconded by Mr. Stewart and adopted.

Employments

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following employment, as made by the State Highway Engineer since the last meeting of the Commission. This was seconded by Mr. Stewart and adopted.

3-1-24	W. J. Wall	Assistant Civil Engineer	$165.00 month.

Cape May County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of force account agreements as follows on Township Aid work:

Wildwood Junction Road, Middle Twp., Cape May County,
Norbury Landing Road, Middle Twp., Cape May County,
Swainton-Goshen Road, Middle Twp., Cape May County,
Shell Bed Landing Road, Middle Twp., Cape May County,
Cape May Court House-Dias Creek Road, Middle Twp., Cape May Co.

This was seconded by Mr. Jelin and adopted.

Extension of Time-Burlington County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of extension of time for the completion of the Crosswicks-Chesterfield Road, Section 1, in Chesterfield Township, Burlington County to May 1st, 1924. This was seconded by Mr. Stewart and adopted.

Camden County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Raritan Avenue, Sections 1 and 2, Waterford Township, Camden County, Township Force Account work. This was seconded by Mr. Stewart and adopted.

Unexpended Balances-Gloucester County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of transfer of unexpended balance amounting to $1,643.19, from the Pitman-Richwood-Mullica Hill Road, Section 1, to Section 2 of the same road in Harrison Township in Gloucester County. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 5, Section 11.

State Highway Engineer Sloan recommended to the Commission that an offer of $879.00 be made to Mr. William J. Burd to Parcel #6-A on Route 5, Section 11, and in the event of failure to accept the offer, that the land be acquired by condemnation. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer, and authorized an offer of $879.00 to be made to Mr. William J. Burd for Parcel #6-A on State Highway Route 5, Section 11, and in the event of failure to accept that condemnation proceedings be entered into in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 5, Section 11, ALL that certain Lot, tract, or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #6-A

BEGINNING at a point in the division line between land of grantor on the northwest, and land of Edwin M. Allen on the southeast, said point being opposite Station 80 plus 36.67 of center line of pavement of State Highway Route 5, Section 11, and forty-nine and twenty-two hundredths (49.22) feet southwesterly at right angles therefrom, as shown on plan entitled "New Jersey State Highway Department, Route 5, Section 11, Property to be acquired from Dr. W. J. Burd, Township of Knowlton, County of Warren, Scale 1"= 50', March 6, 1924", thence;

(1) North thirty-four degrees, forty-six minutes, thirty-five seconds west (N34°46'35"W) through land of grantor one hundred sixty and ninety-one one hundredths (160.91) feet to a point opposite Station 68 plus 76.13 of said center line, and distant sixty (60) feet therefrom at right angles, thence; (2) north thirty degrees, nine minutes, ten seconds west (N30°09'10"W) still through land of grantor, one hundred fifty-seven and seventy-seven one hundredths (157.77) feet to a corner, distant radially sixty (60) feet from Station 67 plus 20, of said center line, thence: (3) south eighty-five degrees, nineteen minutes, fifty seconds west (S85°19'50"W) through land of grantor, sixty-five and ninety-seven one-hundredths (65.97) feet, to a corner distant radially one hundred twenty (120) feet from Station 66 plus 93, of said center line, thence; (4) north twenty-eight degrees, fifty-seven minutes west (N28°57'W) through land of grantor, thirty-one and eight-tenths (31.8) feet, to a corner, distant radially one hundred twenty (120) feet from Station 66 plus 61.85, of said center line, thence; (5) north fifty-six degrees, fifty-two minutes, seventeen seconds east (N56°52'17"E) through land of grantor, eighty-seven and twenty-five one-hundredths (87.25) feet, to a point on proposed southwesterly right of way line of said State Highway Route, distant thirty-three (33) feet southwesterly at right angles from Station 66 plus 55.3 of said center line, thence: (6) north twenty-eight degrees, forty-three minutes, thirty seconds west (N28°43'30"W) through land of grantor parallel to the thirty-three (33) feet distant southwesterly at right angles from said center line, one thousand, one hundred seventy-three and sicty-seven one hundredths (1,173.67) feet, to a point of curve at Station 54 plus 81.63, thence; (7) still northwesterly through land of grantor by a curve to the left, having a radius of six thousand, eight hundred forty-two and fifty-five hundredths (6.842.55) feet, parallel to and thirty-three (33) feet distant radially in a southwesterly direction from said center line, four hundred fifty-five and forty-seven one hundredths (455.47) feet, to a point in the division line between land of grantor, and land of Mary E. Swartwout, the chord of this course being four hundred fifty-five and thirty-nine hundredths (455.39) feet, and bearing north thirty degrees, thirty-eight minutes west (N30°39'00"W) thence: (8) north sixty-one degrees, twenty-eight

minutes, thirty seconds east (N61°28'30"E) along said division line between land of grantor and land of Swartwout, sixty-six and seventeen hundredths (66.17) feet, to a point in the southwesterly right of way line of the Delaware, Lackawanna, and Western Railroad Company at Station 50 plus 26.55, thence: (9) south twenty-eight degrees, forty-three minutes, thirty seconds east (S28°43'30"E) along the said southwesterly right of way line of the railroad company, one thousand four hundred fifty-two and five hundredths (1,452.05) feet, to a monument (rail set on end) of the railroad company, at Station 64 plus 78.60. The last nine hundred ninety-six and ninety-seven hundredths (996.97) feet of this course being parallel to and eighteen (18) feet distant northeasterly at right angles from said center line of pavement of State Highway Route 5, thence: (10) north sixty-one degrees, sixteen minutes, thirty seconds east (N61°16'30"E) along land of said railroad company, twenty (20) feet to a corner, thence: (11) south twenty-eight degrees, forty-three minutes, thirty seconds east (S28° 43'30"E) along the southwesterly right of way line of said company, five hundred sixty-four and sixty-six one hundredths (564.66) feet, to a point in the aforesaid division line between land of grantor and land of Edwin M. Allen. The first one hundred seventy-six and seven tenths (176.7) feet of this course being parallel to and thirty-eight (38) feet distant northeasterly at right angles from said center line of pavement, thence: (12) south sixty-four degrees, fifty-four minutes west (S64°54'W) along said division line between land of grantor and land of Allen, seventy-six and eighty-seven hundredths (76.87) feet, to the point of beginning.

Containing two and nine hundred fifteen thousandths (2.915) Acres.

It being the intention of the grantor to convey to the State of New Jersey all that portion of his land which lies between land of the Delaware, Lackawanna and Western Railroad Company on the northeast, a line parallel to and thirty-three (33) feet distant southwesterly at right angles from proposed center line of pavement of State Highway Route 5, Section 11, and extending from land of Edwin M. Allen on the southeast to land of Mary E. Swartwout on the northwest, together with an additional parcel, as shown on plan, at the southwesterly end, lying adjacent to, but southwesterly of the line thirty-three (33) feet from center line of same, to provide for construction and maintenance of new channel for brook, between Stations 66 plus 55.3 and 70 plus 36.67.

State Highway Engineer Sloan is hereby authorized and directed on behalf of this Commission, to make an offer of $379.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney-General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of the said lands and premises.

This was seconded by Mr. Stewart and adopted.

Proposed Change in Line-
Route 5, Section 11.

Commissioner Kidde reported to the Commission that he had made a study of the proposed change in line for Route 5, Section 11, Delaware-Belvidere Section, where it approaches the Town of Delaware, and he would move the adoption of a change of line as recommended by the Engineering Division, which would follow the present roadway on right of way of the railroad company in accordance with sketch submitted. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned its meeting at 4:00 P.M. to meet in regular session again on Tuesday, March 4th, 1924.

Respectfully submitted,

A.LEE GROVER,

Secretary.

MINUTES OF MEETING-March 4, 1924.

A regular meeting of the State Highway Commission was held in the Commission Meeting Room, Broad Street Bank Building, Trenton, on Tuesday, March 4th, 1924. The meeting was called to order by Chairman Scott at 11:00 A.M.

Present: General H. L. Scott, Chairman, and Messrs.
Percy Stewart, Walter Kidde and Abraham Jelin.

Cumberland County-Hearing

The Secretary informed the Commission that a delegation headed by Senator Reeves of Cumberland County was present for a hearing with the Commission. On motion, duly seconded, a hearing was granted. Senator Reeves appeared, together with Mayor McCray of Cape May City, and Col. Charles Gandy of Cape May, New Jersey. He advised that Senator Bright, also of Cape May County, expected to appear with the delegation to urge the attention of the State Highway Commission to the early completion of a route from Westville to Millville, by way of Malaga and Vineland. He introduced Mayor McCray, who also urged this improvement on the basis that it will open up a section of southern New Jersey, a great part of which has no access to Camden and to the southern shore resorts. He also called attention to the fact that this line will relieve the traffic over the White Horse Pike which is headed for the coast resorts below Atlantic City. The State Highway Commission assured the delegation that the State Highway Commission is heartily in accord with the route urged by the representation, and were it not for the difficulties of financing projects other than those included in the original $40,000,000.00 bond act, the work on this route would be undertaken. Senator Reeves pointed out to the Commission that with the improvement of only 14 miles of highway, the extension of this route would give an entirely new relief route to Atlantic City and then with the addition of 11 miles from Malage to Millville the route would be extended so that it would open up the resorts in Cape May County. Senator Reeves expressed his confidence in the fact that the Highway Commission was trying to find the funds to give the necessary relief demanded by this action. Col. Gandy addressed the Commission, urging the improvement of this road as being more important than any local project in Cape May or Cumberland County.

Main Avenue, Clifton

State Highway Engineer Sloan brought before the Commission the application of Passaic County for reimbursement on account of work completed on Main Ave., Clifton, in which request there was an item for inspection in the amount of $1,825.51, on which State Highway Engineer Sloan desired authority for payment. Secretary Grover explained to the Commission that under the law it is entirely legal for the State Highway Commission to pay inspection charges on reimbursement work. Commissioner Kidde, therefore, moved that the reimbursement due to Passaic County on account of Main Ave., Clifton, be paid, inclusive of an item for inspection in the amount of $1,825.51. This was seconded by Mr. Stewart and adopted.

Ocean County-Township Aid

The Secretary presented a communication from Senator Thomas A. Mathis of Ocean County, New Jersey, calling attention to the application of Long Beach Township, Ocean County, for aid in improving its township roads, and urging consideration of the Commission to permit the Township to proceed with the work with the assurance that the State will reimburse the Township from funds to become available after January 1, 1925. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the matter be presented to the Attorney General for his opinion as to whether the State Highway Commission is permitted to allow townships to proceed with the financing and improvement of township roads with the understanding that State Aid will be granted when the same become available, and the Secretary was directed to advise Mr. Mathis of the action taken.

Reckless Place, Red Bank, Monmouth Co.

The Secretary presented a communication from Mr. Warren H. Smock of Red Bank, New Jersey, urging the improvement of Reckless Place, Red Bank, for which the County had made a request sometime ago. The total cost of the improvement was estimated to be $13,500.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of State Aid from the Motor Vehicle Reserve Account to the extent of 40% of the cost of the improvement of

Reckless Place, not to exceed the sum of $5,500.00.

Victory Bridge-Advisory Board

The Secretary presented a communication from Miss Katherine Linehan of New York City, and with a residence in Orange, New Jersey, making application for the Commission of embellishing the Perth Amboy Memorial Bridge. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this communication be acknowledged and referred to the newly appointed Memorial Bridge Committee, of which General Scott is Chairman. In connection with the consideration of the foregoing item, State Highway Engineer Sloan presented to the Commission a list of names which he would recommend to compose the Advisory Board on the study of memorial features which might be embodied in the Perth Amboy Bridge, now designated by the Legislature as "Victory Bridge." The names presented were

William Otis Post, of the firm of George B. Post & Sons,
James Bettelle, of the firm of Gilbert & Bettelle,
Shirley Morgan, of the Princeton University Department of Architecture,
Alan B. Mills, Director of the Department of Architecture of the State of New Jersey,
B. F. Davis, Designer of the Wilmington Memorial Bridge,
John Rowland, Architect, Jersey City,
C. W. Hudson, Consulting Engineer on the Perth Amboy Bridge.

Commissioner Kidde suggested that the name of Joseph VanVleck of Montclair, be added to this list, together with that of the State Highway Engineer. Commissioner Jelin suggested that J. L. Clevenger of Perth Amboy, be named as Secretary to this Advisory Board. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the appointment of the following Advisory Board for the study of memorial features on the Amboy Bridge in accordance with the resolution adopted at the last meeting of the Commission, all of these men to serve without compensation and to receive their necessary expenses:

Gen. H. L. Scott, Chairman
J. L. Clevenger, Secretary

William Otis Post
Shirley Morgan
B. F. Davis
Joseph VanVleck

James Bettelle
Alen Mills
John Rowland
C. W. Hudson

Major W. G. Sloan.

Right of Way-Perth Amboy Bridge

The State Highway Engineer informed the Commission that in company with special Counsel William Newcorn he had held an interview with the National Fire Proofing Company at the office of McCarter & English, Newark, and an agreement had been reached whereby the National Fire Proofing Company would proceed at once with the construction of kilns which are to be torn down on the line of the work, the State agreeing to give 60 days time for this work, with extension if justified, and in consideration of this, the National Fire Proofing Company has agreed not to include any charge for damages due to loss of business on account of the moving. The members of the Commission congratulated the State Highway Engineer and special Counsel Newcorn, and expressed its appreciation for the arrangements made.

V. J. Loughran-Leave of Absence

The Secretary presented a communication from Dr. S. B. English, Superintendent of the New Jersey Sanatorium at Glen Gardner, advising that he had communicated with the Rainbow Sanatorium where Mr. V. J. Loughran was a patient and had been advised that Mr. Loughran must have infirmary or bed care and for this reason could not be moved to Glen Gardner, where only ambulant patients are taken care of, and he suggested that application be made for Mr. Loughran to be transferred to the Hudson County Tuberculosis Sanatorium where proper care would be given him. Commissioner Jelin requested that the communication in the matter be referred to him in order that he might take the matter up with Jersey City residents for the purpose of complying with the suggestions offered by Dr. English. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was referred to Commissioner Jelin for disposition.

Middlesex County-Request for Hearing

The Secretary presented a communication from Thomas J. Mulvihill, Clerk of the Board of Freeholders of Middlesex County, requesting opportunity for the Board to be heard before the Commission on Tuesday March 11, 1924. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission granted a hearing to Middlesex County as requested.

Toms River-Lakewood, Route 4.

The Secretary presented a communication from the New Jersey Courier, requesting information as to the time when the State Highway Commission will take up for improvement the Toms River-Lakewood

Section of Route 4 in Ocean County, and also what disposition is being made of the alignment through Toms River at the location of the Bank property. State Highway Engineer Sloan informed the Commission that the Toms River-Lakewood Road was in the 1924 construction program as prepared and that the alignment at the Bank property was still undecided and plans were being developed for study by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a public hearing be arranged for at Toms River in order that the State Highway Commission might arrive at a definite conclusion as to the alignment through the Town and further that a communication be forwarded to the New Jersey Courier with the advice that the State Highway Commission has been studying the problems at Toms River for over a year and personally visited Ocean County when it first came into office, and it is hoping that plans will be developed in a short time which will bring the matter to a final decision and in any case a public hearing will be arranged for at Toms River before any final decision is reached.

Traffic Enumerator Maphet

The Secretary presented communications from Senator Hamilton Kean and Mrs. Charles Maphet, urging the consideration for continuing in employment Mr. Maphet who is a temporary Traffic Enumerator in the State Highway Department. but who failed to qualify sufficiently high on the Civil Service eligible list to permit of his permanent appointment. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communications be acknowledged and that Senator Kean be advised that the situation hasbeen looked into and the conditions of the case are such that the State Highway Commission finds it necessary to lay off Mr. Maphet and appoint a veteran at the head of the list, and also to call attention to the fact that Mr. Maphet has already been employed in a temporary capacity for six months, and in the event that an opportunity occurs for placing Mr. Maphet in a position, the State Highway Commission will bear him in mind.

The Schedule of Business was next taken up for consideration item by item as follows:

Amboy Bridge-Route 4

State Highway Engineer Sloan presented a report in connection with the construction of the new Amboy Bridge relative to giving access to the property of the W. J. Donnell Company during the time of the construction, and he recommended that a temporary opening be constructed through the embankment forming the approach to the bridge and that a temporary wooden bulkhead be constructed in order to permit the work of the construction of the embankment to proceed pending the removal of kilns which are at the property of the National Fire Proofing Company. State Highway Engineer Sloan informed the Commission that this work will relieve the State Highway Commission of damage on account of the delay to the contractor, and also on account of the shutting down of kilns of the National Fire Proofing Company and is also due to the fact that the Donnell Lumber Company must be given a road between its property. Mr. Stewart moved that the recommendation of the State Highway Engineer be approved and that the Chairman be authorized to sign the necessary supplemental agreements with the contractor for the construction of the necessary bulkhead and openings. This was seconded by Mr. Kidde and adopted.

Route 15, Section 4, Millville

State Highway Engineer Sloan presented a form of agreement between the Cumberland County Traction Company and the State of New Jersey on the matter of relocation, reconstruction and paving of the trolley tracks in the City of Millville on Route 15, Section 5, by which agreement the matter of the obligations for the paving is left open for court decision and the State Highway Commission is given the right to move the trolley tracks to the center of the road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the Chairman to sign the agreement as prepared for work in the City of Millville on behalf of the State Highway Commission.

Crosswicks Creek Bridge-Route 2

State Highway Engineer Sloan presented to the Commission a report on the sale of the Crosswicks Creek Bridge on Route 2, and he recommended that the span as removed from the Crosswicks Creek Bridge on Route 2, be sold to the Counties of Burlington and Mercer at a price of two cents per pound. He explained that the bridge would be taken and placed over an inter-county stream by the Boards of Freeholders of the counties. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the sale of a 75 foot truss span as removed from the Crosswicks Creek Bridge on Route 2, to the Counties of Burlington and Mercer at a price of two cents per pound, estimated to yield the sum of $600.00.

Route 3-Complaint

State Highway Engineer Sloan presented a communication received from Senator Woodruff of Camden County, bringing before the Commission the request of the Borough of Laurel Springs for the correcting of drainage conditions on South Avenue at the White Horse Pike, it being claimed that there is a washdown of gravel on Route 3 at Linden Avenue, which condition can only be corrected by the construction of a curb and gutter on the east side of Linden Avenue to the sewer intake. The State Highway Engineer presented a report on the matter as made by Division Engineer Williams in which he advised that the placing of curbs and gutters in this particular location is entirely a local matter. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that Senator Woodruff be advised that it is the report of the Engineering Division that the correction of drainage conditions in this location is entirely a local improvement and will be for the benefit of the municipality affected.

Right of Way-Route 4

On recommendation of the State Highway Engineer, Commissioner Jelin moved that Parcel #11, Route 4, be acquired from John W. Greenwood for the sum of $35.00 on condition that Mr. Greenwood will sign and deliver a deed for that amount without delay, this action rescinding action taken by the Commission on July 31, 1923, authorizing this purchase for the sum of $1.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 1, New Brunswick

State Highway Engineer Sloan presented to the Commission a communication received from the United States Rubber Company, advising that after conference with Commissioner Jelin on the 2[illegible]th ult.

they were willing to accept the sum of $9,085.78 for their properth in New Brunswick needed for the widening of the Albany Street Bridge. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of property needed for the widening of Route 1 at the Albany Street Bridge, from the United States Rubber Company for the sum of $9,085.78 plus the replacing of as much of the existing bulkhead as is necessary to be replaced on account of the widening of the Bridge. Commissioner Kidde called attention to the fact that Mr. Jelin had succeeded in securing a reduction of $2,000.00 over the original price asked for this property.

Right of Way-Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the purchase of Parcel #17 on Route 5, Section 11, Delaware-Belvidere Section, from Joseph A. Jones for the sum of $50.00 and Parcel #18 on the same line for $150.00. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 4

State Highway Engineer Sloan recommended to the Commission the approval of purchase agreement for Parcel #12, Route 4, at the New Amboy Bridge approach, from Richard Rue and Wife for the consideration of $1.00 plus the transfer of a triangular parcel of land which the State is obtaining from Henry Wolf by agreement already approved by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of property from Richard Rue and Wife as recommended by the State Highway Engineer, subject to the retention by the State of all riparian rights in this property during the construction of the bridge.

Employments

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of employments as made by the State Highway Engineer since the last meeting of the Commission:

3-3-24	Seymour E. Weil	Cost Clerk	$ 90.00 mo.
3-5-24	Arthur Taylor	Traffic Enumerator	100.00 "
3-1-24	T. J. Reardon	" "	100.00 "
3-1-24	Arthur Rymond	Mechanic(increase)	.60 to .65 hr.
3-1-24	Richard Raab	" "	.60 to .65 "
3-1-24	Edw. O'Brien	Gar. Ass't. "	.45 to .50 "
1-16-24	R.C.McKenny	Title Searcher	$140 to 150 mo. (change to entrance rate)

This was seconded by Mr. Jelin and adopted.

Extension of Time-Essex County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of extension of time of 20 working days on Valley Street, Maplewood Township, Essex County, Township Aid. This was seconded by Mr. Stewart and adopted.

Extension of Time-Hunterdon County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of extension of time to November 1, 1923, on the Pittstown-Quakertown Road, Franklin Township, Hunterdon County, Township Aid. This was seconded by Mr. Jelin and adopted.

Camden County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the New Freedom Road, Clementon Township, Camden County, Township Aid. This was seconded by Mr. Jelin and adopted.

Hunterdon County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on Old Brunswick Pike, West Amwell Township, Hunterdon County, Township Aid. This was seconded by Mr. Stewart and adopted.

Essex County-Township Aid

State Highway Engineer Sloan presented for acceptance by the Commission, the completed work on Valley Street, Maplewood Township, Essex County, the total cost of which was $119,219.28. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this matter be referred to Commissioner Kidde for final inspection before acceptance by the Commission.

Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment of the Cumberland and Port Elizabeth Road, Maurice River Township, Cumberland County, Township Aid. This was seconded by Mr. Stewart and adopted.

Ocean County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of application and agreement for Township

Aid on the Laurelton-Allen Osborne Bridge Road in Brick Township, Ocean County, Township Aid. This was seconded by Mr. Kidde and adopted.

Township Aid Funds Transferred

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the action of Lakewood-Township Committee in releasing $4,000.00 from the Township Aid funds to the credit of Lakewood Township in Ocean County, for the use of Brick Township in Ocean County on the Laurelton-Allen Osborne Bridge Road. This was seconded by Mr. Stewart and adopted.

Hunterdon County Repairs- 1924

On recommendation of theState Highway Engineer, Commissioner Kidde moved the approval of maintenance specifications for repair and maintenance work in Hunterdon County during 1924 for bituminous materials, slag, gravel and broken stone. This was seconded by Mr. Stewart and adopted.

State Highway Maintenance Materials

Commissioner Kidde took occasion at this time to make inquiry as to the progress being made with specifications covering the materials needed for State Highway maintenance and was advised that the Maintenance Division is working upon these specifications and is only awaiting the definite conclusions as to the construction program to be adopted by the Commission.

Township Aid Force Account Agreements

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following Township Aid Force Account agreements:

Turkey Point Road, Downe Township, Cumberland County,
Great Creek Road, Section 2, Galloway Twp., Atlantic County,
Pamona Road, Galloway Township, Atlantic County.

This was seconded by Mr. Jelin and adopted.

Atlantic County Aid Balance Cancellation

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of cancellation of balance of $0.48 remaining to the credit of the Moss Mill Road, Galloway Township, Atlantic County. This was seconded by Mr. Stewart and adopted.

Long Valley-Fairmount Road

State Highway Engineer Sloan presented to the Commission the resolution of Washington Township, Morris County, requesting the transfer of funds set aside for the Schooley's Mountain-Drakestown Road and the Valley Brook Road, for the construction of Fairmount-Long Valley Road, Section 2, and further requesting that the sum of $6,000.00 which was withheld by the former State Highway Commission on account of the work on the Long Valley-Fairmount Road, Section 1, be paid to the Township. Commissioner Jelin informed the Commission that he had held a conference with the Washington Township authorities and had suggested to them this course of action, since he believed that it would be to the advantage of the State and Township to have one road completed for its entire distance rather than permitting short sections of entirely different roads to be undertaken. Assistant State Highway Engineer Reed presented a report advising that it will cost in the neighborhood of $1,100.00 to place Section 1 of the Fairmount-Long Valley Road in condition satisfactory to the State Highway Department. Commissioner Jelin, therefore, moved that permission be granted to Washington Township for the transfer of Township Aid funds set aside on Schooley's Mountain-Drakestown Road and Valley Brook Road to the construction of the Fairmount-Long Valley Road, Section 2, and further that Washington Township be advised that if it will place Section 1 of this road in proper repair at a cost of approximately $1,100.00, the State Highway Commission will be favorable to granting the $6,000.00 requested by the Township from the funds to become available after July 1, 1924. This was seconded by Mr. Kidde and adopted.

Crown Point Road, Gloucester County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of specifications for Crown Point Road, Section #6, Gloucester County work to be done with Motor Vehicle funds. This was seconded by Mr. Stewart and adopted.

Mercer County Repairs- 1924

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for maintenance materials to be used in the maintenance of roads in Mercer County in 1924.

This was seconded by Mr. Stewart and adopted.

Mercer County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for the Cedar Grove Road, Princeton Township, Mercer County, Township Aid. This was seconded by Mr. Jelin and adopted.

Warren County Repairs- 1924

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for materials to be used on maintenance repair work on Warren County roads during 1924. This was seconded by Mr. Stewart and adopted.

Middlesex County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for the Union Valley-Gravel Hill Road, Monroe Township, Middlesex County, Township Aid. This was seconded by Mr. Stewart and adopted.

Somerset County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for the Bolmer Corner-Blawenbury Road, Montgomery Township, Somerset County, Township Aid. This was seconded by Mr. Stewart and adopted.

Passaic County-Mountain View Hearing

The Secretary informed the Commission that a delegation from Mountain View, New Jersey, was present with Assemblyman Hershfield of Passaic County, on the matter of grade crossing elimination. On motion, duly seconded, a hearing was granted.

Mr. Hershfield appeared before the Commission and advised that the delegation of his constituents from Mountain View were desirous of obtaining information as to the work contemplated by the State Highway Commission. He advised that at the instance of the State Highway Department he had introduced a Bill which would permit the State Highway Commission to acquire necessary property from the Morris Canal Commission on which it was proposed to erect piers for a viaduct over the D. L. & W. Railroad. This Bill was passed by the Assembly and upon notice to him from Mountain View was recalled from the Senate, and was now in his own possession awaiting a common understanding between the residents of Mountain View and the State Highway Commission. He introduced Judge Randall of Paterson as representing the Chamber of Commerce of Mountain View. Judge Randall informed the Commission that the business interests of Mountain View were of the opinion that their business street would be wiped out if a viaduct was constructed on the main street and they would suggest, if possible that an undergrade crossing be made. State Highway Engineer Sloan explained for the delegation and Commission the conditions existing at this location and advised that it was not proposed to place the viaduct on the main street, but rather to have it run back of the buildings, thus leaving the roadway in the business district in its present location. He called attention to the fact that in order to produce an underground crossing, it would cause a tunnel to be constructed which would bring the grade of the road below the line of the business houses and would cause a drainage condition which would flood this particular district in time of storm. Commissioner Kidde informed the Commission that he had personally gone upon the ground when he first became a member of the Commission and he had made a study with the end in view of making improvement upon the line of the Department, if possible, and he had discovered that the plans of the State Highway Department for this crossing elimination were the best that could be secured without an expense beyond the economical benefits involved.

Mr. Carl [illegible]. Forsberg, Engineer for Mountain View explained to the Commission a plan prepared by himself when this project was first spoken of, in which he presented a very comprehensive idea for an underground crossing at this point, together with two other locations if the railroad company would be willing to raise its tracks. Commissioner Kidde informed Mr. Forsberg that his plan was a very good one, but the State Highway Commission could not be involved in any proposition where the same was not a part of the State Highway System and furthermore he did not believe that the railroad company could be induced to expend the funds needed to change the grade of the tracks.

Mr. A. H. Henkle, Assistant Division Engineer of the D. L. & W. Railroad, was present and explained that the proposition as outlined by the State Highway Commission was agreeable to the railroad company and would be shared in to the extent of $124,000.00 of money from the D. L. & W. R. R. Company. Commissioner Jelin called the attention of the residents of Mountain View to the fact that in practically every district where the highways were planned for the main streets, the residents were asking that the Commission keep the traffic outside of the municipality, and he was sure that the business people of Mountain View would be unwilling to have a viaduct directly in front of their property and for this reason the Engineering Division had laid out this viaduct in the rear of the main street. After further discussion, Mr. Hoffman of the Township Committee, informed the Commission that as for himself he was satisfied with the plan laid out by the State Highway Engineers.

Mr. Frank Fay of Mountain View also advised that he was satisfied with the explanation offered by the State Highway Commission.

Assemblyman Hershfield then requested that he be given instructions as to the Assembly Bill in his possession, giving the State Highway Commission the right to proceed upon the plans as originally projected. It was practically the unanimous consent of the delegation present that the Bill be sent through the Legislature at once for passage and adoption and Mr. Hershfield advised that this would be done.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon at 2:00 P.M. to meet in regular session again at 3:00 P.M. The Commission reconvened at 3:00 P.M. as agreed, with the same members present as at the morning session.

Middlesex County-Hearing

The Secretary informed the Commission that a hearing had been requested by Mr. Housman of Madison Township, Middlesex County, on the matter of the road in Madison Township, between Old Bridge and Englishtown. On motion, duly seconded, a hearing was granted. Mr. Housman appeared, together with Mr. Dill of the Township Committee, and Mr. Fallacc, and explained that they desired to present to the Commission the advantages of the line between Old Bridge and Englishtown as a short route to the Shore from New Brunswick, and he understood that this was not included in the $40,000,000.00 Bond Act.

He asked the good officers of the Commission to urge some repairs to this road by the Freeholders of Middlesex County. He explained that this line would furnish a valuable relief route for shore traffic.

Westville-Glassboro Road ✓

The Secretary informed the Commission that Mr. William C. Cattell, County Engineer of Gloucester County, was present for a hearing. On motion, duly seconded, a hearing was granted. Mr. Cattell informed the Commission that the County was desirous of improving the road from Westville to Glassboro in order to furnish a hard surfaced road throughout which would be a relief route to the White Horse Pike. He informed the Commission that at the present time the road is improved with sheet asphalt pavement from Westville to Glassboro, except for one-half mile in Westville: the road is then gravel from Glassboro to Malaga a distance of 10 miles and to Downstown a distance of 6 miles, thus making 16 miles of road to be improved between Westville and Atlantic City. He advised that the County of Gloucester stood ready to furnish the engineering for this work if the State would furnish funds from the Motor Vehicle Account or otherwise. The Commission advised Mr. Cattell that this road was a very desirable one and would be given consideration just as soon as the Commission could find funds for the same.

Prison Farm at Leesburg ✓

State Highway Engineer Sloan presented to the Commission an estimate and blue print covering the proposed improvement of Highway leading from Leesburg to connect with State Highway Route 15, and recommended that this road be improved with gravel at a cost estimated to be $4,000.00. The Secretary explained that Senator Reeves at the morning session had advised that this construction was advisable in order to furnish an outlet forthe Prison Farm at Leesburg. On motion by Mr Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer.

Detour-Route 8, Section 2 ✓

On recommendation of the State Highway Engineer, Commissioner Jelin moved the adoption of the following official detour for Route

8, Section 2, Montclair-Verona Section:

> "Beginning at the intersection of Clairmont Avenue and Pompton Turnpike and running thence (1) over Clairmont Avenue in an easterly direction a distance of approximately 500 feet to the intersection of Clairmont and Bloomfield Avenues."

This was seconded by Mr. Stewart and adopted.

Route 4, Inland Waterway Bridge

State Highway Engineer Sloan presented to the Commission a petition from the County of Monmouth, requesting that the State Highway Commission turn over to Monmouth County materials and parts of a temporary lift bridge stored at the site of the bridge location at the Inland Waterway on Route 4, this material and equipment not being used by the State Highway Department, and he recommended that the petition of Monmouth County be approved. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the request of Monmouth County and authorized the transfer to Monmouth County of the material and parts of a temporary bridge stored at the site of the bridge location at the Inland Waterway on State Highway Route 4.

Fenwick Creek Bridge, Salem ~~Camden~~ County

State Highway Engineer Sloan presented to the Commission a Bill of Summons and Complaint in connection with a suit being instituted by Samuel Campbell against Salem County on account of construction of Fenwick Creek Bridge and he recommended that these papers be forwarded to the Attorney-General with the request that he give such attention as will protect the State's interest. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the matter be referred to the Attorney General, the State Highway Engineer to furnish all papers in connection thereto.

Long Valley-Hunterdon County Line Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract by Morris County for the Long Valley-Hunterdon County Line Road, Morris County, work to be done with State Aid and Motor Vehicle Aid, the lowest bid being by the Public Service Production Company of Newark, at $163,632.25. This was seconded by Mr. Kidde and adopted.

Warren County-Federal Aid Project 43

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Project agreement and County-State agreement on the Phillipsburg-Belvidere Road, Section 1, Warren County, Federal Aid Project #43. This was seconded by Mr. Jelin and adopted.

Township Aid - Hunterdon County Unexpended Balance

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of transfer of unexpended balance of $249.12 from the Baptistown-Barbertown Road to the Barbertown-Delaware Line Road in Kingswood Township, Hunterdon County. This was seconded by Mr. Stewart and adopted.

Springdale-Tranquility Road

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of cancellation of balance of $226.96 remaining to the credit of the Springdale-Tranquility Road, Green Township, Sussex County, from the emergency funds. This was seconded by Mr. Stewart and adopted.

State Highway Bidding

Commissioner Jelin called attention to the fact that it would be desirable for the Commission to approve plans for early bidding, if same were completed by the Engineering Division.

Route 7, Corlies Avenue

State Highway Engineer Sloan informed the Commission that he was prepared to recommend approval of plans and specifications for Route 7, Corlies Avenue to Colts Neck Road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 7, Corlies Avenue to Colts Neck Road, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place advertisement for same.

Route 9, Plainfield-Westfield

State Highway Engineer Sloan advised the Commission that he was prepared to recommend for approval the plans and specifications for Route 9, from Plainfield to Westfield. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 9 from Plainfield to Westfield, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place advertisement for the same.

Route 5, Essex County

Commissioner Kidde inquired as to whether there was any decision in the matter of width of pavement to be specified for Route 5 in Maplewood Township, Essex County. State Highway Engineer Sloan informed the Commission that traffic counts taken would indicate that the State Highway Commission is justified in placing a 29 foot pavement on that section of Route 5 between Farmer's Hotel and Irvington, and he recommended that a 29 foot pavement be approved, provided the municipalities or counties involved would pave the road to a minimum width of 36 feet. On motion by Mr. Kidde, seconded by Mr. Jelin the State Highway Commission directed that a communication be forwarded to the authorities involved, advising that the State Highway Commission is willing to arrange for the construction of Route 5 from Farmer's Hotel to Irvington, and will share on the basis of 29 feet inclusive of the trolley track area, if the municipalities or counties involved will guarantee to complete the road to a minimum of 36 feet.

White Horse Pike-Widening

State Highway Engineer Sloan informed the Commission that plans were prepared for the widening of 13 miles of the White Horse Pike during the year 1924, and he would recommend that the same be approved by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the widening of 13 miles of the White Horse Pike, State Highway Route 3, to a width of 29 feet at an amount estimated to cost $300,000.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place advertisement for the same after approval by the State Highway Engineer.

Route 2, Burlington

State Highway Engineer Sloan informed the Commission that he was prepared to recommend the reconstruction of four miles of Route 2, south of Burlington, with a bituminous surface placed on the macadam foundation. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following resolution:

> RESOLVED, that plans and specifications are hereby approved for the reconstruction of four miles of Route 2 from Burlington south toward Camden, at an estimated cost of $100,000.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place advertisement for this work, after approval by the State Highway Engineer.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned at 4:30 P.M. to meet again in regular session on Tuesday, March 11th, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING-March 11, 1924

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, March 11, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the special meeting of December 8th, 1923, and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Legislation

The Commissioners conferred on the matter of legislation now before the Governor for signature and upon which reports had been requested by the Governor.

A communication was framed to the Governor on his request, on the matter of a new route from Trenton to Buttzville via Pennington, Clinton and Washington.

College Farm Roads, New Brunswick

The Secretary informed the Commission that Dr. J. G. Lippman, Director of the Agricultural Experiment Station at New Brunswick was present on the matter of roads through the State Farms property. On motion duly seconded, a hearing was granted. Dr. Lipman appeared and informed the Commission that the highways through the grounds of the Experiment Station in New Brunswick were in very bad condition and efforts have been made to have the inclusion of an amount for the repair of these roads in the Annual Appropriation Bill, but same was not granted, and he desired such assistance as the State Highway Commission could give in the improvement of these highways, calling particular attention to the road running from George Street and Nichol Avenue to Rider's Lane, which road was in existence before the Experiment Station was placed in this location and was used considerably by local traffic. He inquired whether it would be possible for the State Highway Commission to work out some experimental road work on this section of road, and stated that he would be willing to give such assistance as was possible from the Agricultural College. State

Highway Engineer Sloan informed the Commission that the Attorney General had ruled in the past that the State Highway Commission has a right to make experiments for the betterment of highway work, and in view of the fact that there was being shipped to the State of New Jersey from the war surplus equipment, a complete Asphalt Plant, through the efforts of the Superintendent of Plant and Equipment, Jacob Hagin, there would be justification for the use of this Plant on a short section of road in order to acquaint the employees of the Department with the operation of an Asphalt Plant. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the State Highway Engineer and Commissioner Jelin investigate the roads at the State Agricultural Experiment Station and determine as to their value for experimental work, together with a report as to the cost.

Asphalt Plant

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a communication of thanks be forwarded by the Chairman to Director MacDonald of the Bureau of Public Roads in Washington, extending the thanks of the Commission for the Asphalt Plant as shipped.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Asphalt Plant be brought to the Fernwood Service Station and unloaded at that point.

Old Bridge-Matawan Road

The Secretary informed the Commission that a hearing had been requested by the Middlesex County Board of Freeholders with reference to the construction of the Matawan-Old Bridge Road, and this delegation was now present. On motion, duly seconded, a hearing was granted. There appeared Director Dey of the Board of Freeholders and Freeholders Vandenburge and Applegate. Director Dey informed the Commission that the construction ofthe Matawan-Old Bridge Road was now before the Board of Freeholders and he had appeared to clear up the misunderstanding which existed to the effect that the former State Highway Commission had pledged itself to contribute $45,000.00 toward this improvement. Secretary Grover explained that at a meeting of the former State Highway Commission there was action taken advising Middlesex County that assistance would be given by the State ot the extent of

$45,000.00 on the Matawan-Old Bridge Road "when funds became available." He further explained that in order to make such funds available it would have been necessary to set up an amount for this purpose from the Motor Vehicle Reserve Account for 1923. This, however, the former State Highway Commission failed to do, and as far as the records of the State Highway Department are concerned, there is no fund set up for this purpose. Director Dey advised the Commission that he now understood the reason why the $45,000.00 was not granted to Middlesex County and he appeared to inquire whether the State Highway Commission would be willing to assist in the construction of one mile of this road during 1924 with concrete. Commissioner Jelin called attention to the fact that this road is one of the most important secondary roads in the State, for, by the connection of these four miles and four miles at Bound Brook, there will be an entire new route paved between North and South Jersey for relief to the Shore traffic, and he recommended that the State assist in the construction of the four miles between Old Bridge and Matawan in view of the fact that the construction of these four miles this year will eliminate 25% of the traffic over the existing Morgan Route. The State Highway Engineer estimated that the four miles of this improvement, in view of the fact that there is a very little grading to be done, would cost $200,000.00.

Director Dey informed the Commission that he personally felt that this improvement was of prime importance to the county, but because of the fact that the county is divided into districts under the supervision of each of the Board of Freeholders; and in view of further fact that there are road demands in each one of these districts, he did not feet that the county could finance such a large improvement in his district this year. Commissioner Jelin informed the Freeholders that the reason that the State Highway Commission is desirous of improving the entire road is due to the congestion existing at the Morgan Crossing, and if an early start was made on the work, the entire four miles could be completed before the first or fifteenth of July, when the heaviest traffic is using this road. He recommended to the Commission that the State share on a fifty-fifty basis with Middlesex County in this improvement and he advised the Freeholders that an effort should be made toward this improvement at once for the entire distance, since any shorter length would not help the State Highway Commission. Commissioner Kidde called the attention of the Freeholders present to the fact that the system in vogue in Middlesex County for the division of county authority among the Freeholders was antiquated and s tood in the way of the County receiving the benefit of important improvements to the County and the State.

Director Dey informed the Commission that he was willing to return to the Board of Freeholders with the proposition of the State to go fifty-fifty on the construction of the road, if he was assured by the Commission that they would participate. Each of the Commissioners in turn expressed their willingness to vote in favor of a fifty-fifty allotment, from the Motor Vehicle Reserve Account, to the extent of $100,000.00 if the County of Middlesex would undertake the entire improvement at once.

Invitation

The Secretary presented an invitation received from the National Conference on State Parks, inviting the Commission to attend the Fourth National Conference to be held at Gettysburg, Pa. on May 26th, 27th and 28th. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and filed.

Advisory Board-Victory Bridge

The Secretary reported that letters have been received from Mr. James L. Bettele, Allen B. Mills, C. W. Hudson and John T. Rowland, Jr., accepting the invitation of the State Highway Commission to be members of the Advisory Board on the study of suitable memorial features for the Amboy Bridge. On motion, duly seconded, the communications were ordered received and placed on file.

Attorney-General Opinion, Route 5, Section 11

The Secretary presented an opinion received from the Attorney General on the question of the right of the State Highway Department to enter into a contract with the Pennsylvania R. R., whereby in consideration of the conveyance of certain lands by the railroad company to the State, the Highway Department agrees to build a toe wall along the right of way of the railroad in the event that the railroad company should desire to double the present line on Route 5, Section 11, Delaware-Belvidere. He advised that he is of the opinion that the proposed agreement cannot be carried out in view of the fact that it is a contract to perform work of an indefinite character and extent, and at an undetermined price. State Highway Engineer Sloan informed the Commission that since investigating the situation further, it was shown that it will be necessary to go outside the line originally proposed in order to avoid the snow and ice from the railway fill adjacent to the road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the opinion of the Attorney General be spread in full upon the minutes and that the matter of the road, in view of the recommendations of the State Highway Engineer, is referred to the Engineering Division with instructions to work out the most satisfactory line for this section of Route 5.

Trenton, N.J., March 5, 1924.

A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Bldg.,
Trenton, New Jersey.

Dear Sir:-

I am asked for an opinion as to the right of the State Highway Department to enter into a contract with the Pennsylvania Railroad Company, whereby in consideration of the conveyance of certain lands by the Pennsylvania Railroad Company to the State, the Highway Department agrees to build a toe wall along the right of way of the railroad company, in the event that the railroad company should desire to double track its present lines.

As I understand the facts, the present road parallels the right of way of the railroad company at the point where it may be necessary to construct the toe wall; that this road is of such width that if the Pennsylvania Railroad Company desired to double track its lines at the present time it would have to construct a toe wall, otherwise its slope would encroach within the present lines of the road. If that were all, of course the Pennsylvania Railroad Company would be obliged to construct its own tow wall, in order to prevent encroachment of its slope upon the highway itself. The question here presented, however, is the validity of an agreement whereby the Pennsylvania Railroad Company agrees to convey certain land for highway purposes in consideration the State Highway Department build the toe wall, if it were necessary.

I have no doubt that the State Highway Department could purchase the land in question, or, if it were not actually used for railroad purposes, might condemn it and thus acquire title. I doubt, however, whether it could enter into a contract to perform work of an indefinite character and extent, and at an undetermined price, in consideration of the conveyance of the land to it.

I am, therefore, of the opinion that the proposed agreement cannot be carried out, and so advise you.

Very truly yours

H. R. COULOMB,

Assistant Attorney-General.

Route 10, Section 6, Hackensack-Paterson.

The Secretary presented a resolution from the Board of Freeholders of Bergen County, directing the attention of the State Highway Commission to the desirability of providing a width of 26 feet of pavement on Route 10 between Hackensack and Paterson. State Highway Engineer Sloan informed the Commission that this section of road was already advertised for construction and from traffic counts taken did not show that the extra width was warranted at this time, and if future traffic demands an extra width, the same can be added without difficulty. Commissioner Kidde stated that he felt, in view of the fact that the Commission was planning for traffic 25 years in advance, it would be warranted in making an extra width pavement at this time. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the plans as drawn and advertised on a 20 foot basis, Mr. Kidde voting in the negative.

State Aid -

Turtle Gut Inlet, Cape May County

The Secretary presented a resolution from the Cape May County Board of Freeholders, advising of the successful closing of the Turtle Gut Inlet on the Cape May-Wildwood Road, Section 2 and requesting payment in the sum of $12,500.00, which is held to the credit of Cape May County on account of this additional work. State Highway Engineer Sloan informed the Commission that he had examined this work and was prepared to recommend the payment of the State's share. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the payment of the State Aid to the amount of $12,500.00 to Cape May County on account of the closing of the Turtle Gut Inlet.

Detours, Route 14, Section 5.

The Secretary presented a resolution from the County of Cape May requesting payment by the State of the sum of $995.40 which amount has been paid from the Cape May County funds on account of detours used during the construction of Route 14, Section 5, under the terms of the Reimbursement Act. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission authorized the payment of $995.40 to Cape May County, the same to be included in reimbursement to be made to Cape May County on account of construction of Route 14, Section 5.

Route 12, Section 2, Pine Brook-Parsippany.

The Secretary presented a communication from Mr. Thomas Haggerty, requesting an appointment before the State Highway Commission for the Attorneys representing the Oak Ridge Constuction Company's contract on State Highway Route 12, Section 2, between Pine Brook and Parsippany. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that a hearing be granted in view of the fact that it understands that there are additional facts to be presented in the case.

Route 11, Belleville

The Secretary presented a communication from the Town Clerk of Belleville, New Jersey, advising that the Town is prepared to proceed with the improvement of Washington Avenue on Route 11 through Belleville with the understanding that this improvement will not cost the Town of Belleville over $210,000.00. State Highway Engineer Sloan informed the Commission that before any work could be done in Belleville, negotiations would have to be made with the Public Service Railway for the relocation of its tracks. He stated that he understood that this work would be done at the expense of the Traction Company, if the construction of the road could be held up until the Traction Company was ready to relay its rails, which would be within the next two or three years. He further stated that the State Highway Bond Issue funds were not available for this improvement, in view of the fact that this road was taken over after the Bond moneys became applicable, but that surplus funds in the Mill Tax Account could be used when available. Commissioner Stewart moved that State Highway Engineer Sloan and Commissioner Kidde arrange to make an inspection of Route 11, through Belleville on the ground and enter into such negotiations looking toward a report to the State Highway Commission as to the situation existing with the Traction Company and the local authorities. This was seconded by Mr. Jelin and adopted.

Hildreth & Company- Material Inspectors

The Secretary presented a communication from Hildreth & Company, requesting the Commission to give some explanation for the cancellation of the contract for the inspection of construction materials. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway

Commission directed that the communication be referred to the State Highway Engineer for proper reply.

Advisory Board Route-Camden

The Secretary presented a communication from Mr. H. L. Sinexon, enclosing a clipping in which suggestion was made for a change in the proposed Crescent Boulevard in the vicinity of Camden. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the clipping be acknowledged and that Mr. Sinexon be advised that the State Highway Commission hold public hearings on all of these important projects, at which time he will be given an opportunity to submit a brief to the Commission.

Burlington County-Request for Aid

The Secretary presented a communication from Mr. William H. Reeves, County Clerk of Burlington County, requesting aid in the improvement of a connecting road now being built by Ocean County from Barnegat to the Burlington County Line with the New Lisbon-Four Mile Road. State Highway Engineer Sloan explained that this improvement could only be made from State Aid funds for which there was no appropriation set aside by the Legislature. He further advised that Motor Vehicle funds could not be used, in view of the fact that this was an unimproved road. The only State Aid funds, therefore, that might be used on the project would be from the Township Aid Account. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Burlington County authorities be advised to the effect that there are no State Aid or Motor Vehicle Aid funds available other than that which could be applied through application from the Townships in this particular locality, for aid from the Township Aid funds.

Inland Waterways

The Secretary presented a communication from the Real Estate Purchasing Agent of the Board of Commerce and Navigation, inquiring as to the details of the proposed Shore Road improvement in connection with the right of way for the proposed new Ship Canal in New Jersey. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and referred to the State Highway Engineer for proper disposition.

Request for Aid-Camden County

The Secretary presented a communication from J. J. Albertson, County Engineer of Camden County and Charles Wise, Chairman of the County Road Committee, requesting, first, that the Commission grant aid on the improvement of five borough roads used as detours while Route 3, Section 8, was being built and also for detours on the Blackwood-Clementon-Berlin Road; and in addition the County was anxious to learn whether the Commission would extend Kings Highway from Colestown to the Burlington County Line. The Secretary informed the Commission that at the time of the construction of the White Horse Pike in Camden County the State Highway Commission granted a special allotment to the County of $120.000.00 for the reconstruction of the Marlton Pike, which the County accepted in lieu of any requests for detour funds from the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this information be forwarded to the County of Camden and that consideration of the request for Kings Highway improvement be taken under consideration at a later date.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 1:30 P.M. to meet in regular session again at 3:00 P.M. The Commission reconvened at 3:00 P.M. as agreed with the same members present as at the morning session.

Ocean City Bridge Road, Cape May County

The Secretary informed the Commission that Mr. Buvinger of Ocean City in Cape May County, was present and desired a hearing with reference to the paving of the Ocean City Bridge Road, on which matter a delegation had appeared at the last meeting. On motion, duly seconded, a hearing was granted. Mr. Buvinger appeared and advised that in line with the suggestion of the State Highway Commission at its last meeting, he had taken up with the county authorities of Cape May County, the question of setting aside 50% of the cost of improving the one mile of road on the Ocean City Bridge approach, but had been advised that the County had already allocated all of its Motor Vehicle funds as apportioned by the State, and would not be able to undertake this work during the present year. He suggested that it might be possible for a number of public-spirited citizens to raise sufficient money to pay one-half of this work, if a guarantee was given by the State that this money would be returned from funds to be given to Cape May County. He outlined for the Commission the importance of this road. Commissioner Jelin suggested that it might be possible for the Commission to experiment upon this strip of road with a new oil which was being successfully applied to gravel roads in Long Island. Mr. Buvinger requested permission to return to Ocean City and make a further effort to secure funds with which to finance the hard surfacing of this roadway to the extent of 50%, since the State had assured his delegation that it would share 50% of the cost.

Roads to State Institutions-Jamesburg

The Secretary presented a communication received from T. R. Roselle, Superintendent of the State Home of Boys, at Jamesburg, New Jersey, requesting the Commission to place in proper condition, the road leading to that institution. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered referred to the Maintenance Division for further report.

The Schedule of Business was next taken up for consideration item by item as follows:

Albany Street Bridge-Route 1

State Highway Engineer Sloan informed the Commission that it will be necessary to close the Albany Street Bridge at New Brunswick, to traffic from twelve o'clock midnight on Thursday, March 13th, to five o'clock in the morning of the 14th, and that arrangements have been made with the State Police to assist in the detouring of traffic. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the action of the State Highway Engineer in closing the Albany Street Bridge at New Brunswick and directed that proper advertisement of the same be placed in the New Brunswick Home News.

New Amboy Bridge, Route 4.

State Highway Engineer Sloan presented a communication received from Stillman, Delehanty-Ferris Company advising that the contract for the ornamental rail on the Amboy Bridge has been awarded to the Vulcan Rail and Construction Company of Brooklyn, N. Y. and he recommended that the same be approved by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and accepted the sub-contract for the ornamental rail on the Perth Amboy Bridge from the Vulcan Rail and Construction Company.

Route 11, Main Street, Clifton

State Highway Engineer Sloan presented a communication from Garwood Ferguson, County Engineer of Passaic County, inquiring as to whether the County may proceed with the advertisement for the laying of an asphalt top on Main Street, in the City of Clifton, and the completion of concrete base and top on the remaining half of this work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the County of Passaic be advised that approval is given to the readvertisement for the entire remaining work to be done on Main Street, Clifton, in one contract, the State Highway Commission reserving the right, in the event the bids are considered unsatisfactory, to enter upon and do this work with its own repair forces.

Route 1, Hightstown Bridge

On recommendation of ~~the~~ State Highway Engineer Sloan, Commissioner Kidde moved that the State Highway Commission contribute $1,100.00 toward the cost of the construction of a balustrade wall on the Main Street Bridge in Hightstown, agreement to be made with the Town of Hightstown looking toward this work to be done in accordance with the plans ofthe City of Hightstown. This was seconded by Mr. Jelin and adopted.

Route 6, Section 16-Drainage

State Highway Engineer Sloan presented to the Commission a plan showing improvement in drainage conditions on Route 6, Section 16, at Woodbury, the proposed work to be paid for jointly by the State, the City of Woodbury and a private owner in the name of D. Darms, in the following proportion:

State	City	D. Darms
$ 1738.25	$ 223.00	$ 199.05

He recommended that the Commission approve of this work being done under proper agreement. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer, and authorized the Chairman to approve such agreement as would be drawn up by the State Highway Department, and City of Woodbury, covering improvement in drainage conditions, on Route 6, Section 16, in accordance with the plans submitted.

Route 16, South Somerville,
Grade Crossing Elimination.

State Highway Engineer Sloan presented for the consideration of the Commission alternate schemes for grade crossing elimination in South Somerville, in which he recommended the adoption of plan "C" at a total estimated cost of $109,024.00, involving a structure with a center pier in the highway, leaving 18 feet of roadway on each side of the pier, the railroad company to share in the cost of this improvement to the extent of $40,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plan "C" for the elimination of Lehigh Valley Railroad Crossing at South Somerville, and directed that this elimination be proceeded with and that $40,000.00 be accepted from the Lehigh Valley Railroad Company as its proportionate share of the cost.

Right of Way-Route 5, Section 12.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase of Parcel #14-A on Route 5, Section 12, Netcong-Canal Culvert, from Helen S. Wolverton, for the consideration of $1.00. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 9, Section 14

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase of Parcel #1 on Route 9, Section 14, from the North Branch Community Club for the consideration of $141.00. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 13, Section 6.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase agreement for Parcel #6 on Route 13, Section 6, Lawrenceville-Princeton from Moses Tayloe Pyne Estate, for the consideration of $1700.00. This was seconded by Mr. Kidde and adopted.

Employments

State Highway Engineer Sloan presented a list of employments as made by him since the last meeting of the Commission, and recommended ratification of the same by the Commission. On motion by

Mr. Kidde, seconded by Mr. Stewart, the following list of employments as made by the State Highway Engineer since the last meeting of the Commission, was unanimously approved by the Commission:

3-10-24	Oreste E. Gianni	Transitman-Amboy Br.	$175.00 mo.
3-8-24	H. Kirkpatrick	Right of Way Agt.Spec.	15.00 day.
3-17-24	Theresa Gasser	Sr.Clk. - Bkkp.	100.00 mo.

Salem County-Township Aid-Cancellation

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the cancellation of unexpended balance remaining to the credit of the Georgetown Road, Upper Penns Neck Township, Salem County, in the amount of $17.89. This was seconded by Mr. Stewart and adopted.

Hunterdon County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Pittstown-Quakertown Road, Franklin Township, Hunterdon County, Township Aid. This was seconded by Mr. Stewart and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved acceptance and final payment on the Pitman-Richwood-Mullica Hill Road, Section 2, in Harrison Township, Gloucester County, Township Aid. This was seconded by Mr. Jelin and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of application of Township Aid on the Pitman-Richwood Road in Mantua Township, Gloucester County. This was seconded by Mr. Jelin and adopted.

Farmingdale-Manasquan Road

State Highway Engineer Sloan presented plans and specifications for the construction of the Farmingdale-Manasquan Road, Section 2, in Monmouth County, with the request for State Aid on the same, and he recommended that these plans be rejected on account of lack of funds in order that the county might proceed with its own moneys. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and rejected the plans and specifications for the Farmingdale-Manasquan Road, Section 2, in Monmouth County, in order that the County might proceed with its own funds.

Passaic County-Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of specifications of Passaic County for materials for repairing sheet asphalt and amiesite or topeka pavements, tars and asphalts for surface treatment, and hot and cold patching, broken stone and slag for 1924 work. This was seconded by Mr. Jelin and adopted.

Union County-Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Union County specifications covering maintenance materials for 1924, which included coal tar, water gas tars, crushed stone and bituminous concrete, types "A" and "CA". This was seconded by Mr. Stewart and adopted. In connection with the surface treatment approval, Commissioner Jelin advised that he had received information to the effect that certain members of the State Highway Department had been seen lobbying at the Legislature in behalf of certain Bills on paving materials, and he advised that this should never be permitted in the Department. State Highway Engineer Sloan informed the Commission that instructions were given to all employees that lobbying was not permitted during the sessions of the Legislature.

State Highway Maintenance Materials

State Highway Engineer Sloan reported to the Commission that Maintenance Superintendent Muir had presented to him an estimate of materials which would be required for maintenance work on State Highways during the year 1924, and he recommended to the Commission that authorization be given for advertisement on materials as reported. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer, and authorized the advertisement for the following maintenance materials for the year 1924:

Crushed Stone	Approximately	52,000 tons
Crushed Slag Dustless Screenings	"	8,000 "
Liquid Bitumens for surface treatment and penetration work	"	363,000 gals.
Liquid Bitumens for Cold Patching	"	155,000 "
Bituminous Concrete and Sheet Asphalt for patching - Amiesite	"	9,000 tons

Lignin Binder for surface treatment of gravel roads	Approximately 395,000 gals.
Paint for painting guard rail and bridges	" 5,500 "

In connection with this action, Commissioner Jelin advised that there was a complaint during the past year to the effect that where the application of surface treatment was awarded to specialized companies there was a tendency, in some instances, to do the work in a careless manner, and the pavement holes were not cut square in order to hold the materials after they are placed. Commissioner Kidde suggested that in giving approval to the maintenance materials that a notice be given to the Engineering Division that it is the wish of the State Highway Commission that the necessary cut and patching work be done wherever possible by the forces of the State Highway Department. In further connection with the foregoing, Commissioner Jelin brought up the matter of competition in the use of patent materials for surface treatment on gravel roads, such as Lignin Binder, and he inquired as to what recommendation the State Highway Engineer would have in the event competition was desirable. State Highway Engineer Sloan informed the Commissioners that Calcium Chloride could be used successfully for dust laying purposes, and as a road preservative, and that after suitable experiment it may be possible to use a new grade of asphaltic oil, produced by the Texas Company. After further discussion, Commissioner Jelin moved that in advertising for 395,000 gallons of Lignin Binder, there be advertised in addition an equivalent amount of Calcium Chloride and Texas Oil #55, the Commission to determine the type of which the major portion of the work shall be performed. This was seconded by Mr. Kidde and adopted.

State Highway Engineer Sloan called attention to the fact that amounts specified for advertisement on account of maintenance work for 1924 are less than that required in 1923, in view of the fact that the roads have not been subjected to the severe winter conditions that are usual and will be in much better shape in the spring than is usually the case. The diminishing quantity was also due to the high class maintenance work performed during 1923 on a number of heavy travelled State Highway sections.

Mercer County-Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner

Kidde moved the approval of tars for surface treatment of Mercer County roads for 1924. This was seconded by Mr. Jelin and adopted.

Burlington County-Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of specifications for maintenance materials to be used in Burlington County in 1924, same to include coal tars, water gas tars, lignin binder, Calcium Chloride, washed pebbles and broken stone. This was seconded by Mr. Stewart and adopted.

Monmouth County-Maintenance Materials

State Highway Engineer Sloan presented to the Commission for its approval, award of contract in Monmouth County to W. R. Young for furnishing and applying Lignin Binder, known as Glutrin, at 14¢ per gallon, to roads in Monmouth County, this being the lowest of two bids received. Commissioner Kidde inquired as to whether the percentage of dilutions with water for each mile was provided in the specifications, and he was informed in the affirmative. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Monmouth County to W. R. Young for furnishing and applying Lignin Binder in 1924, funds for this work to come from the Monmouth County Motor Vehicle Allotment.

Monmouth County-Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of award of contract by Monmouth County to W. G. Harrison, for furnishing and applying tar at 45½¢ per gallon, this including sweeping, furnishing and applying chips, on the roads of Monmouth County. This was seconded by Mr. Jelin and adopted.

Federal Aid Project-Routes 2 and 6

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Federal Aid Project Statement on State Highway Routes 2 and 6 for the proposed Crescent Road and Boulevard from Burlington to Camden and from Camden to Westville. This was seconded by Mr. Stewart and adopted.

Cape May County-Extension of Time

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of two extensions of time by the Cape May County Board of Freeholders on the Roosevelt Boulevard in Cape May

County, the first being to January 1st, 1924, and the second being to February 20th, 1924, subject to a deduction in inspection costs from December 1st to January 31st, amounting to $378.50, work done under Motor Vehicle Aid. This was seconded by Mr. Stewart and adopted.

Federal Aid Project-Route 14, Cape May County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Federal Aid Project Statement for State Highway Route 14 between Egg Harbor and Cape May. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Aid-Cape May County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Roosevelt Boulevard, Cape May County Motor Vehicle Aid work. This was seconded by Mr. Stewart and adopted.

Roosevelt Boulevard, Section 2, Cape May County.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for Roosevelt Boulevard Section 2, in Cape May County, work to be done from the Motor Vehicle Aid Account. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Fund-General

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the following amounts be credited to the General Motor Vehicle Account of each of the counties mentioned, and that payment by the State be made upon proper audit:

Allotment E-1919, Lincoln Highway, Essex Co. Balance of $3,857.37
" F-1919, " " Hudson Co. " " $1,824.66

This was seconded by Mr. Stewart and adopted.

Cape May County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Township Force Account Agreement on Sea Isle Junction Road in Dennis Township, Cape May County. This was seconded by Mr. Stewart and adopted.

Burlington County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on the Juliustown-

Jobstown-Hancock's Corner Road, Springfield Township, Burlington County, Township Aid. This was seconded by Mr. Stewart and adopted.

Cumberland County-Township Aid Transfer.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of transfer of $3000.00 from Westfield-Taylor Road, Dennis Township, Cape May County, Township Aid, to Eldora-Belle-Plain Road in Maurice River Township, Cumberland County. This was seconded by Mr. Stewart and adopted.

Route 13-Lawrenceville-Princeton

State Highway Engineer Sloan advised the Commission that it may be desirable to close Route 13 to traffic between Stony Brook and the Princeton Line, in order to affect the construction of a concrete pavement for the full width. This will incur the closing of the highway for 30 days and inasmuch as there are only three abutting property owners along this section of highway, two of whom have other entrances, it would not be such a serious inconvenience. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the Engineering Department to close Route 13 between Stony Brook and the Princeton Line in the event it is found desirable so to do.

Right of Way-Amboy Bridge-New

State Highway Engineer Sloan presented a communication received by him from William Newcorn, Special Attorney on the matter of the W. J. Donnell Lumber Company's condemnation, advising that if agreeable to the Commission, April 21st will be fixed for the taking of testimony on this condemnation proceeding. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of a date being set as April 21st for the taking of testimony in the condemnation suit of the W. J. Donnell Lumber Company, on Route 4, New Victory Bridge site.

Construction Program 1924.

The State Highway Commission next discussed the question of a complete construction program for 1924, in order that plans and specifications might be prepared and the work advertised at the earliest possible date. State Highway Engineer Sloan presented for the consideration of the Commission, an outline of projects on which surveys could be completed and construction work started, which would provide construction covering an amount which the State Highway Commission could expend from the Bond Issue Act. Each one of these items was taken up individually by the Commission, and after conference, Commissioner Jelin moved the approval of the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of the following roads, bridges and grade crossing eliminations, on Sections of the State Highway System for the year 1924, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary plans and specifications after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for the same.

ROUTE	SECTION	COUNTY
1	Lehigh Valley R. R. Br.	Middlesex
4	Amboy Bridge (Part Cost)	"
4	Toms River-Lakewood	Ocean
4	Manasquan River Bridge	Monmouth & Ocean
4	Manasquan R. R. Crossing	Monmouth
6	Bridgeton-Marlboro	Cumberland
6	Marlboro-Quinton	Salem
7	Corlies Ave-Colts Neck	Monmouth
8	Mountain View R.R.Crossing	Passaic
8	Pompton River Bridge	Morris & Passaic
8	Reeves Bridge	" " "
9	White House-County Line	Hunterdon
9	County Line-North Branch	Somerset
9	Lincoln Ave.-Plainfield	Middlesex
9	Plainfield-Westfield	Union
9	Westfield-Lehigh Valley	"
9	Raritan River Br., No. Branch	Somerset
10	Broad Ave., Ridgefield	Bergen
10	Arcadian Way-Fort Lee Ferry	"
10	Hackensack-Paterson	"
11	Kingsland Road, Nutley	Essex
12	Hackettstown-Port Colden	Warren
14	Seaville-Tuckahoe	Cape May
14	Egg Harbor-Mays Landing	Atlantic
16	Bayard Lane, Princeton	Mercer
16	L.V.R.R. Crossing	Somerset

This was seconded by Mr. Stewart and adopted.

Route 18, Englewood-New York State

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of the construction of two miles of State Highway Route 18, in Bergen County, between Englewood and the New York State Line, at an estimated cost of $300,000.00.

Route 11, Belleville

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

Commission confirmed its action taken earlier at this meeting, looking toward negotiations to be entered into between State Highway Engineer Sloan, Commissioner Kidde and the Town of Belleville for the improvement of Washington Avenue in Belleville, a section of Route 11.

Construction Program-1924.

Commissioner Jelin offered the following resolution for adoption by the Commission:

> RESOLVED, that plans and specifications be approved for the construction of Route 16, Harlingen Cutoff, Route 2, South of Burlington, for four miles, and Route 3, widening of White Horse Pike, funds to be provided from the Motor Vehicle Account, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign necessary plans and specifications after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisement for this work.

It was understood in these motions that the summary as made may include authorizations already given.

Additional State Highway

The Commission next discussed the matter of taking over additional sections of State Highways for maintenance by the State, especially these considered of prime importance to the State Highway System. After this duscussion, Commissioner Stewart moved that in accordance with the statute the State Highway Commission direct that the Secretary arrange the necessary preliminary steps for the purpose of taking over the sections of the State Highway System between Westville and Millville, and between Pennsgrove and Atlantic City, and a suitable date would be fixed for hearings on these routes. This was seconded by Mr. Kidde and adopted.

Advisory Board Projects.

Commissioner Kidde brought up the matter of the Advisory Board Projects and moved that the State Highway Engineer be instructed to present a report to the Commission at its next meeting of any proposed increase in force, together with the steps necessary to be taken in order for the State Highway Commission to actively undertake the work of the Advisory Board reports, in order that at the next meeting the State Highway Commission can plan to undertake the proceeding with the execution of this work after proper hearings are held, and further that arrangements be made for a conference with the Attorney General of the State on the next meeting date of the Commission, at which time the State Highway Commission will thoroughly discuss the legality of plans presented by the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Inmate Labor

Commissioner Kidde inquired as to the progress made with Inmate Labor on State Highway work, and State Highway Engineer Sloan explained that a conference must be held with the Department of Institutions & Agencies before any active work is undertaken with Convict forces in 1924. Commissioner Stewart moved that Commissioner Lewis of the Department of Institutions & Agencies, be invited to appear at the next meeting of the Commission and explain the progress made by convict labor on State Highways. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission meeting was adjourned at 6:30 P.M. to meet in regular session again on Tuesday, March 18th, 1924 at 10:30 A.M.

Respectfully submitted,

A.LEE GROVER,

Secretary.

MINUTES OF MEETING - March 18, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, March 18, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read all the minutes of the Commission meeting up to and including March 11, 1924, and he had made several minor changes in the typing, etc. He moved approval of the minutes of January 22nd as mailed. This was seconded by Mr.Jelin and adopted. Commissioner Kidde moved approval of the minutes of January 29th as mailed. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of minutes of February 5th as mailed. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of the minutes of February 11th as mailed. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of the minutes of February 19th with the inclusion of the counties and their amount of 1924 reimbursement due. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of the minutes of February 26th as mailed. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of the minutes of March 4th as mailed. This was seconded by Mr. Jelin and adopted. Commissioner Kidde moved the approval of the minutes of March 11th as corrected. This was seconded by Mr. Jelin and adopted.

1924 Reorganization

The Secretary informed the Commission that a reorganization for the year 1924 should take place at this time, in view of the fact that the law provides for such reorganization at the end of each year of service by the Commission. Commissioner Stewart moved that reorganization take effect and that the Commission consider the nomination of General H. L. Scott for re-election as Chairman of the Commission for the ensuing year. In making this nomination, Mr. Stewart expressed the thanks for the other members of the Commission for the devotion of the Chairman and the time spent by him in the office in looking after the affairs of the Commission, and he complimented the harmony existing among the members of the Commission as due, largely, to the splendid example set by the Chairman in his magnanimity of point of view. He assured Chairman Scott that if he would accept this nomination, the Commissioners would pledge their hearty support and extend to him its kindest respects and affection. Both Commissioners Kidde and Jelin seconded the motion of nomination and remarks of the Commissioner Stewart. The Secretary thereupon cast a unanimous ballot for the election of General H. L. Scott as Chairman for the ensuing year 1924.

Chairman Scott expressed his thanks to the Commissioners for their kind expression and for the re-election. He stated that it was a very agreeable duty to serve with the other members of the Commission and he further stated that the reason for the harmony which has existed in the Commission was the fact that the Commission, individually and together, have desired the same results, and as far as he knows there has never been an unworthy project advanced during the past year.

A. Lee Grover-Reappointed

Commissioner Jelin moved the re-appointment of A. Lee Grover as Secretary to the State Highway Commission for the ensuing year. This was seconded by Mr. Kidde and adopted.

Charles Fishberg-Reappointed

Commissioner Jelin moved the re-appointment of Charles Fishberg as Assistant Secretary to the State Highway Commission for the ensuing year. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde stated that while the re-appointment of the State Highway Engineer was not necessary, in view of his election for a term of four years, yet the character of his work during the past year has been so acceptable and his contribution to the Highway History of New Jersey has been so valuable, that he would be glad to show appreciation of his efforts in a more material way, and he moved that the salary rate of Major W. G. Sloan be advanced 10%, making his salary $13,200.00 per annum. This was seconded by Mr. Stewart and adopted.

State Highway Engineer Sloan expressed his appreciation for the consideration of the Commission.

Commissioner Jelin voiced the expression that the administrative force of the Department had carried on its work so efficiently during the past year that it would be very agreeable, if arrangements could be made, to give a general increase in compensation. He spoke particularly of the work of Mr. Jacob Hagin, Superintendent of Plant and Equipment, during the past year, and he moved that an increase in compensation be granted Mr. Hagin from $5,400.00 to $6,000.00 per annum. This was seconded by Mr. Stewart and adopted.

Valley Street, Essex County

Commissioner Kidde reported that he had inspected the completed work on Valley Street, Maplewood Township, Essex County, and he moved acceptance and final payment by the State. This was seconded by Mr. Jelin and adopted.

Inmate Labor

The Secretary informed the Commission that Mr. Burdette G. Lewis, Commissioner of Institutions and Agencies, together with Alan B. Mills, State Architect, and Mr. Charles H. Clayton of the State Prison, were present for a hearing with the Commission on the matter of convict labor work. On motion, duly seconded, a hearing was granted. Mr. Lewis appeared and informed the Commission that the Department of Institutions and Agencies was very anxious to undertake a further demonstration of the work of Inmate Labor on State Highway work if the opportunity was given by the State Highway Commission. He advised that an inspection was made of the location of the Toms River-Lakewood section of Route 4, and it was felt that by the construction of a convict camp, this work could be carried on successfully and with a profit to the Department of Institutions & Agencies. Chairman Scott inquired as to the accomplishments with Inmate Labor on the work of the past year. Mr. Lewis advised that in 1923 there were two projects undertaken by the Department of Institutions & Agencies, one being on Route 2 between Crosswicks Creek and Bordentown, and the other being on Route 15 at Leesburg. He advised that the completed concrete construction on Route 2 was of very fine character, but that the financial results were not entirely satisfactory, there being a deficit of approximately 13% on the Engineer's estimate as allowed by the State Highway Engineer. He advised that this was due, from all reports, to the character of supervision which was only part time, and it was the purpose to improve these conditions this year by the employment of a competent full time supervisor of construction. He advised that it would be possible for the Department of Institutions & Agencies to finance this new work from its own funds during 1924, and further that arrangements would be made whereby the State Highway Commission would be reimbursed for the amount of funds expended in excess of the Engineer's estimate on the Route 2 work. He further advised that the deficit was due, in part, to the hold up on track work during the strike of the Public Service Corporation, and also due to the fact that a greater quantity of material was put in the road than was actually specified. State Highway Engineer Sloan informed the Commission that he had previously conferred with Commissioner Lewis and he had been given the assurance of a competent head being placed in charge of the construction work, full time, during the next year. He attributed any failures of the past year to the lack of responsible control and with this corrected he was prepared to recommend award of additional work to the Department of Institutions & Agencies. After further discussion as to the number of inmates available for the work, Commissioner Kidde moved that the State Highway Engineer be instructed to prepare plans and specifications and a suitable contract form to cover the matters discussed in connection with the work on Route 4, between Toms River and Lakewood, the State Highway Commission being favorable to enter into a contract with the Department of Institutions and Agencies for having this work done with Inmate Labor upon presentation of a suitable contract in detail and subject to the proper State House Commission permission for doing this work. This was seconded by Mr. Jelin and adopted. In connection with the award of contract for this work, Commissioner Jelin inquired as to whether the Department of Institutions & Agencies were prepared to set a time limit for the completion of the work, and he was informed in the affirmative to the effect that the work would be completed during the 1924 construction season.

Route 12, Section 2, Pine Brook-Parsippany.

Secretary Grover informed the Commission that Mr. A. J. King, representing the Hartford Accident & Indemnity Company, who were the guarantors for the Oak Ridge Construction Company on Route 12, Section 2, Pine Brook-Parsippany improvement in Morris County, was present in accordance with the hearing granted by the Commission at its last meeting. On motion, duly seconded, a hearing was granted. Mr. King appeared and reviewed for the Commission the history of the Oak Ridge Construction Company's contract, and he informed the Commission that his purpose in appearing was to secure the approval of the State Highway Commission to the acceptance of a five-year bond from his company on a section of about 600 feet, which the State Highway Commission had refused to accept because of the fact that the depth was 3" in the concrete base, instead of 6" as specified. The reason explained by him for the shortage in concrete over this section was the fact that the contractor had found a very firm macadam base and felt that this would serve the same as though the full amount of 6" had been placed. He advised that the County of Morris was prepared to accept the proposition as offered by his company, if the same was agreeable to the State Highway Commission. Commissioner Stewart informed Mr. King that this entire matter had been reviewed by the present State Highway Commission in every detail and it was felt that the decision arrived at, wherein it was requested that the contractor accept payment for his work, minus that portion on which there was a deficiency in the thickness of concrete, and in addition furnish a five-year bond, guaranteeing the surface pavement over this particular section, and the only alternative to this would be the replacement of the deficient work by the contractor or the surety company. After further discussion, Commissioner Kidde moved that the decision of the State Highway Commission as arrived at on the matter of the construction of Route 12, Section 2, be confirmed and stand as already adopted. This was seconded by Mr. Jelin and adopted.

Chestnut Neck Battle Monument

The Secretary presented a communication received by Chairman Scott from Mrs. David G. Baird, Regent of the Annis Stockton Chapter of the D. A. R., with reference to the moving of the Chestnut Neck Battle Monument and urging consideration from the State Highway Commission on this work. The Secretary explained that a Bill had passed the Legislature providing funds for the removal of this monument, but the same was vetoed by Governor Silzer. He further advised that the Attorney General had ruled that State funds are not applicable for this work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a communication to this effect be forwarded to Mrs. Bair.d

Cape May-Lewes Ferry

The Secretary presented a communication from Mr. C. D. Buck, Chief Engineer of the Highway Department of Delaware, advising that he will be pleased to meet in conference with the Cape May-Lewes Ferry Committee at Philadelphia on any day in the next week. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to make arrangements for this conference to be held in Philadelphia on Friday, March 21st.

Advisory Board-Victory Bridge

The Secretary presented communications from Mr. J. L. Clevenger and Mr. Shirley W. Morgan, accepting the appointment of the State Highway Commission to serve as members of the Memorial Bridge Advisory Board. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that acknowledgment be made of these acceptances and that they be advised to hold themselves in readiness for a meeting to be called by Chairman Scott.

Advisory Board-Jersey City

The Secretary presented a resolution from the Business Men's and Citizen's Progressive League of Jersey City, protesting against the proposed cut through Jersey City, as presented in the Advisory Board report on Vehicular Tunnel Traffic through Jersey City and Newark. This resolution recommended to the Commission consideration of a surface line route through Jersey City which would not destroy the business sites in the municipality. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and the Secretary was directed to notify the Business Men's and Citizen's Progressive League of Jersey City that an opportunity will be given for a public hearing for the presentation of protests to the State Highway Commission.

Route 5, Madison-Chatham

The Secretary presented a communication from the Morris County Board of Freeholders with reference to the condition of State Highway Route 5 through Madison and Chatham, in which communication the County Board asked relief from the State Highway Commission in the improvement of the pavement between the trolley tracks of the Morris County Traction Company. State Highway Engineer Sloan advised the Commission that there is involved in the reconstruction of the trolley track area, the placing of the tracks to grade, which would involve considerable expense unless the trolley company was willing to do the work. Commissioner Kidde stated that he believed that, in view of the stand taken on Speedwell Avenue, the State Highway Commission should take the same attitude in Madison and Chatham, when funds are available. Commissioner Jelin moved that the same proposition as made on Speedwell Avenue be made for Madison and Chatham; namely, that the State will share 60% if the County and municipality will share the remaining 40%, this to be done when State money is available. This was seconded by Mr. Kidde and adopted.

Hearing-Texas Company

The Secretary informed the Commission that Mr. R. R. Barrett, representative of the Texas Company, together with Mr. Gartland, District Sales Manager, were present and desired a hearing. On motion duly seconded, a hearing was granted. Mr. Barrett informed the Commission that this hearing was requested in order to bring to the attention of the State Highway Commission the method of surface treating gravel road which has been very successfully applied on Long Island. He called attention to the fact that the State Highway Commission intended to advertise for the use of material, which is known as Texas #55, and his company was very desirous of making satisfactory test on New Jersey roads with this material, in order to determine just what may be accomplished with the gravels in this State. He informed the Commission that this particular oil treatment has been developed by his company for the past six years and has been used on Long Island highways very successfully since that time. He also called attention to the fact that the Counties of Salem and Camden had used his material with a great amount of success. He invited the Commission to inspect the work done on Long Island with a view to assuring themselves that the result is entirely satisfactory. He explained that the method employed was to scrape the gravel roads bare to the hard material, then to apply two or three applications of the asphaltic oil #55 and drag the loose gravel into the surface, thus forming a mastic top layer upon the gravel which, after two or three years' application, almost assumes the proportions of a bituminous top. He requested that the Commission point out a particular section of roadway upon which his material could be given a fair chance because it was not the purpose of the Texas Company to place something upon New Jersey roads which would not give thorough satisfaction. State Highway Engineer Sloan informed the Commission that he would like to try an experiment of this particular type of surface on the road between the bridges in Ocean County, on which road the residents of Ocean City had requested the State to place a permanent pavement. Mr. Barrett advised the Commission that in view of the delivery of materials, it prefers the designation of some main artery of travel for a continuous stretch of a number of miles for this work. Commissioner Jelin suggested that a fair opportunity might be given if the gravel portions of the Pennsgrove-Atlantic City route were placed under experimental treatment by the Texas Company. After further discussion, Commissioner Kidde moved that the State Highway Engineer be requested to prepare estimates of providing adequate maintenance on the gravel sections of the Pennsgrove-Atlantic City road, and the Ocean City Bridge Road with Texas #55, and that the same be presented at the next meeting with a complete history from the Texas Company as to what guarantee they will make covering the use of their material in this particular location. This was seconded by Mr. Jelin and adopted.

Request for Aid-Camden County

The Secretary reported to the Commission that Mr. J. J. Albertson, County Engineer of Camden County, was present and desired a hearing at this time. On motion duly seconded, a hearing was granted. Mr. Albertson appeared and advised that the County of Camden was very much interested in the permanent improvement of an extension of Kings Highway, which runs between Moorestown in Burlington County and

Haddonfield in Camden County. He advised that the total length of this project is just over two miles, and the section in Camden County will cost $32,000.00. He further advised the Commission that Camden County would not undertake this work unless the County of Burlington would complete its section of this road. Upon inquiry Mr. Albertson stated that the County would be willing to share 60% of the cost of this work, if State Aid was granted by the State, in the event that Burlington County will proceed with the completion of this improvement. Mr. Albertson also brought before the Commission the matter of sidewalks upon the White Horse Pike through the Town of Magnolia. He informed the Commission that at the last session of the Legislature a bill was passed giving the State Highway Commission the right to provide sidewalk space upon highways. He suggested that the State Highway Commission move the various properties back from the line at a small cost in order that proper sidewalk space might be provided. State Highway Engineer Sloan informed the Commission that the width of pavement on this particular location was in dispute, and one of the cases had been turned over to the Attorney General, in order to ascertain by test case whether the properties as now located are not encroachments upon the right of way of the highway, and if it is proven that such is the case, then the property owners must move the property back off the right of way at their own expense. Mr. Albertson urged the Commission to clear the matter up as soon as possible in view of its bearing upon other improvements in Camden County where the width of the roadway was not actually determined. Mr. Albertson also called the attention of the Commission to the fact of the reimbursement due to Camden County for work done on State Highway projects. He presented to the Commission correspondence received from former State Highway Engineer Wasser, purporting to give to Camden County the cost of detour repairs while sections of Route 3 were under construction. The Secretary pointed out to the Commission that subsequent to this letter the Commission had taken action whereby the County of Camden was given State Aid to the extent of the improvement of Marlton Pike in lieu of any charge which might be made for interest or detour repairs or Camden County reimbursement work. Mr. Albertson informed the Commission that the County had expended $52,000.00 upon its detour work and desires assistance from the State in the payment of this account. Mr. Jelin inquired whether the County had received its payment on the Marlton Pike and was advised in the affirmative. He then stated that it appeared to him that there was some understanding between the County of Camden and the State Highway Commission, whereby this amount was paid to the County; otherwise the State Highway Commission would have acted as in other counties where the maintenance work was entirely paid for without granting any additional aid to the County, and he moved that the matter be taken under advisement at this time. This was seconded by Mr. Kidde and adopted.

M.V. Aid - Camden County Repairs

While Mr. Albertson was present, State Highway Engineer Sloan presented the matter of an extra work order for the extension of the improvement in the Haddonfield-Coffin's Corner Road, Camden County, under the arrangements made in the original contract. Mr. Albertson informed the Commission that the prices obtaining on the original contract were so favorable to the County that the County desired to take advantage of the same in this improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the extra work order and supplemental agreement for the extension of Haddonfield-Coffin's Corner Road in Camden County to Coffin's Corner, work to be done from the Motor Vehicle Aid account.

Route 5, Madison, Main Street

The Secretary informed the Commission that Mr. Pilch, Attorney for the Town of Madison was present and desired a hearing. On motion duly seconded, a hearing was granted. Mr. Pilch appeared and advised that he came upon resolution of the Borough authorities of Madison to lay before the State Highway Commission the conditions obtaining on Main Street, where the trolley track area is in very poor condition and dangerous to the traveling public. The Commission informed Mr. Pilch that action had been taken earlier in the meeting in response to a communication from the Morris County Board of Freeholders to the effect that the State would be willing, when funds become available, to share 60% in the cost of the improvement of the trolley track area in both Madison and Chatham, if the county and municipalities would be willing to provide the remaining 40%. Mr. Pilch advised that he felt that this was a very fair proposal for the construction work and he would communicate this information to his Borough. He urged, however, that some measure be taken whereby the existing holes in the pavement could be filled with some materials in order to prevent serious accidents. He stated that the Borough was ready to do this work, but he had advised them against this procedure in view of the fact that the roadway is under the control of the State Highway Department. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer arrange to fill the most dangerous holes in the trolley track area in Madison and Chatham, in order to protect the traveling public as far as possible.

Hackensack River Bridge

State Highway Engineer Sloan called attention to the fact that the War Department permit for the temporary Hackensack River Bridge will end in 1925, and some provision should be made for carrying traffic over the old Hackensack River Bridge, by the replacing of the draw span, and he recommended to the Commission that provision be made for the reconstruction of the draw bridge on the Hackensack River Bridge as soon as possible. Commissioner Jelin moved that the State Highway Engineer be authorized to proceed with plans based on the repairing and replacing the draw span on the Hackensack River Bridge, and that the War Department be advised of the preparation of such plans in order that an extension might be secured of temporary permit for the existing bridge over the Hackensack River. State Highway Engineer Sloan estimated that the cost of the reconstruction of the Hackensack River Bridge would be approximately $450,000.00, which could be considered as part of the Advisory Board project in the Jersey City area.

4.

Attorney General-Conference

The Secretary informed the Commission that arrangements had been made for a conference with the Attorney General of the State, to be held at 2:30 P.M.

Mr. Kidde moved that a recess be taken for lunch in order that this conference might be held with the Attorney General at the proper time. This was seconded by Mr. Jelin and adopted.

The Commissioners reconvened at the office of the Attorney General, State House, and went into conference on the matters of the Advisory Board projects. Following this conference, the Commission reconvened at the offices of the Commission, Broad Street Bank Building at 3:30 P.M. for the continuation of the regular business.

Proposed New State Highway Route

The Secretary presented a communication from Mr. Millard Sampson of Winslow, calling attention to the advantages of the Old Stage Coach Road as a State Highway Route in South Jersey. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication of Mr. Sampson be acknowledged with the advice that the State Highway Commission is considering the taking over of the Westville-Millville Road and the Pennsgrove-Atlantic City Road as part of the State Highway System, after public hearing is held.

Advisory Board-Jersey City

Commissioner Kidde called the attention of the Commissioners to the presence of Mr. T. J. Wasser, former State Highway Engineer, and he suggested that Mr. Wasser be invited to be present when the Advisory Board minutes are taken up with the City authorities of Jersey City and the County Freeholders of Hudson County. Mr. Wasser expressed his pleasure in serving the State Highway Commission in any capacity in connection with the Advisory Board Routes. Commissioner Kidde moved that arrangements be made by Commissioner Jelin for a conference with the City Commissioners of Jersey City on the matter of Advisory Board projects in Jersey City. This was duly seconded and adopted.

American Association of State Highway Officials

The Secretary presented a communication from Mr. Charles A. Mead, Chief Engineer of Bridges and Grade Crossings of the Public Utility Commission, forwarding a copy of standard specifications for concrete highway bridges as prepared by the Sub-Committee on Bridges and Structures of the American Association of State Highway Officials.

On motion by Mr. Jelin, seconded by Mr. Kidde, the specification on bridges was ordered referred to the State Highway Engineer.

The Schedule of Business was next taken up for consideration, item by item, as follows:

Route 10, Section 2-A,
Broad Avenue, Ridgefield

State Highway Engineer Sloan made a report to the Commission that plans and specifications for Route 10, Section 2-A, Broad Avenue, Ridgefield, Bergen County, were approved and advertisement had been placed. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously ratified, approved and confirmed the action of the State Highway Engineer in making said approval and placing advertisement.

Route 16, Section 7,
Bayard Lane, Princeton

State Highway Engineer Sloan reported to the Commission the approval of plans and specifications for Route 16, Section 7, Bayard Lane, Princeton, and that advertisement had been placed. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified, confirmed and approved the action of the State Highway Engineer.

Route 4, Sections 23 and 24.

State Highway Engineer Sloan reported the completion of plans and specifications for the construction of Route 4, Sections 23 and 24, between Toms River and Lakewood, and that the same were approved by him and ready for advertisement. Commissioner Kidde moved that these plans be referred to the State Highway Engineer in order that a proper contract might be negotiated with the Department of Institutions and Agencies for the construction of these sections of Route 4 with Inmate Labor. This was seconded by Mr. Jelin and adopted.

Calyx Core Drill Purchase.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of one Calyx Core Drill outfit at an estimated cost of $950.00. This was seconded by Mr. Kidde and adopted.

Route 4, Section 21,
Laurelton-Point Pleasant.

State Highway Engineer Sloan reported the completion of Route 4, Section 21, Point Pleasant-Laurelton, and that same was now ready for inspection and acceptance. On motion by Mr. Kidde, duly seconded, this section of road was referred to Commissioner Jelin for final inspection and acceptance.

Route 9, Section 11, Lincoln Avenue

State Highway Engineer Sloan reported the receipt of a communication from Judge Coddington of Plainfield, New Jersey, advising that the Mayor or Council of Middlesex Borough had informed him that the Borough is not in a position to assume any part of the cost of the construction of Route 9, Section 11, Lincoln Avenue, Plainfield, between Conover's Corner and Gallagher's Corner, and he recommended to the Commission that authority be granted for the paving of a strip 20 feet in width, leaving the trolley tracks on the side of the roadway as now located in this particular location. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized construction of Route 9, Section 11, Lincoln Avenue, Plainfield, by the placing of a 20 foot pavement along the trolley tracks on this roadway.

Route 3, Absecon-Egg Harbor

State Highway Engineer Sloan reported to the Commission that Route 3 between Absecon and Egg Harbor had not yet been taken over officially as part of the State Highway System, and he recommended the adoption of the following resolution:

WHEREAS, under the provision of Article 3, Chapter 14, Laws of 1917, the State Highway Commission, may, by resolution, take over as a State Highway, any routes, route or part thereof, of those highways designated by Act to be taken over as State Highways, and

WHEREAS, the said State Highway Commission has maintained the following described road as a part of State Highway Route 3 since August 31st, 1921, and

WHEREAS, no resolution has been passed by the State Highway Commission authorizing the taking over of said road.

NOW, THEREFORE, BE IT RESOLVED, that that portion of Route 3 known as the White Horse Pike and located in the City of Absecon and Galloway Township to the Boundary Line between Galloway Township and Egg Harbor City, more particularly described in the records on file, be and the same is hereby taken over as part of State Highway Route 3, according to the statute of such cases made and provided, and

BE IT FURTHER RESOLVED, that the property authorities of Atlantic County be notified by the Secretary of this Commission of this action and that from and after the date hereof, the said road will constitute a part of State Highway Route 3, and the State Highway Commission will be responsible for the improvement and maintenance of the same, and

BE IT FURTHER RESOLVED, that the County of Atlantic be requested to file with the State Highway Department, within thirty days of the date hereof, any agreements or copies of franchises they may have with any public utilities or any other company, firm, individual, or corporation, effecting the construction, maintenance or use of the above described road.

Route 4, in Brielle.

State Highway Engineer Sloan recommended to the Commission the adoption of a resolution for the taking over of Route 4, located in the Borough of Brielle, Monmouth County, in accordance with provisions of Chapter 14, Laws of 1917. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission, may, by resolution, take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways.

NOW, THEREFORE, BE IT RESOLVED, that the following described road or parts thereof be and the same are hereby taken over as part of State Highway Route 4, according to the Statute in such case, made and provided, viz:

All that certain portion of Higgins Avenue lying between the northwesterly line of Riverview Avenue, and the northwesterly line of Ashley Avenue, located in the Borough of Brielle, Monmouth County.

RESOLVED FURTHER, that the proper authorities of the Borough of Brielle be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute part of State Highway Route 4, and that this Commission will be responsible for the improvement and maintenance of the road described above.

BE IT FURTHER RESOLVED, that the Borough of Brielle be requested to file with the State Highway Department within thirty (30) days of the date hereof, any agreement or copies of Franchises they may have with any public utilities or any other company, firm, individual or corporation, effecting the construction, maintenance or use of the above described road.

Passaic River Bridge, Route 1, Extension.

State Highway Engineer Sloan presented to the Commission a copy of a communication forwarded by him to the Frederick Snare Corporation, contractors on the repairs of the Passaic River Bridge, Lincoln Highway Extension, Route 1, in which he advised the contractors to the effect that it will be necessary to replace granite bridge seat on this pier, which was found to be cracked upon the removal of the lower track. He also presented to the Commission an estimate of cost of repairing these granite cap stones, which involved an expenditure of approximately $30,000.00 and he recommended to the Commission that approval be given to the award of this work to the Frederick Snare Corporation in addition to their contract now under way for the repair of this bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the State Highway Engineer to present a request to the State Highway Commission for permission to increase the amount of expenditure on the Passaic River Bridge repairs to an amount which will permit the extra work of granite replacement on the Passaic River Bridge, and he further moved that the contract arrangements as outlined for this work be ratified, confirmed and approved. This was seconded by Mr. Jelin and adopted.

Warren County Maintenance Materials

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the award of maintenance material contracts for Warren County for 1924. This was seconded by Mr. Jelin and adopted.

Camden County Township Aid Transfer

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the transfer of $2500.00 from Gibbsboro-Kresson Road in Voorhees Township, Camden County Township Aid, to the Old Burnt Mill Road, Voorhees Township, Camden County, Township Aid. This was seconded by Mr. Jelin and adopted.

Employments

State Highway Engineer Sloan presented to the Commission for approval, the following list of employments as made by him since the last meeting of the Commission.

March 21, 1924	Emily B. Janecek,	Clk. Steno.	$115.00 mo.
" 13 "	Wm. K. Hunter,	Pro. Insp.	155.00
" 19 "	Andrew Zahn,	Cost Clk.	90.00
" 2 "	Patrick Regan,	Gar. Asst.	.45 hr.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the employments as made by the State Highway Engineer since the last meeting.

Salem County Repairs

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for 208,000 gallons of S.C.O. on the Motor Vehicle Aid jobs in Salem County, as follows:

Elmer-Centerton, Ft.Elfsburg, Hancock's Br., Pedricktown-Woodstown, Pointers-Auburn, 4th Section, and Pole Tavern-Monroeville.

This was seconded by Mr. Jelin and adopted.

Salem County Repairs

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for surface treatment on the Pennsgrove Road, Section 5, Salem County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Bridgeton-Port Norris Road,
Section 2, Cumberland County.

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for Bridgeton-Port Norris Road, Section 2, Cumberland County Federal Aid Project #61. This was seconded by Mr. Jelin and adopted.

Sussex County Maintenance

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of payment to Sussex County of the sum of $30,000.00, this to include an allotment of $17,000.00 on the final statement of High Street, Newton, Sussex County, and $13,000.00 for general maintenance of roads on the Motor Vehicle Schedule for 1923. This was seconded by Mr. Jelin and adopted.

Salem County-Motor Vehicle Aid.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for a penetration macadam pavement on a portion of the Pedricktown-Woodstown Road, Hancock's Bridge Road, Section 1, and Pennsgrove-Pedricktown, Section

2, Salem County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission meeting adjourned at 4:30 P.M., to meet in regular session again Tuesday, March 25th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING- March 25th, 1924.

A regular meeting of the State Highway Commission was held in the meeting room, Broad Street Bank Building, Trenton, on Tuesday, March 25th, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Hunterdon County Hearing

The Secretary informed the Commission that a number of hearings had been requested for this meeting, the first of which was from Hunterdon County, Board of Freeholders. On motion, duly seconded, the hearing was granted. There appeared a delegation, headed by Judge Large, County Counsel. Judge Large addressed the Commission and expressed the thanks of the Hunterdon County Board of Freeholders for the assistance given by the State Highway Commission in securing the Governor's approval to Senate Bill #4, at the last session of the Legislature, extending a State Highway Route from Trenton to Buttzville, through Hunterdon County. He stated that the County of Hunterdon was very anxious to have the State Highway Commission take favorable action, at the earliest possible moment, in order to have this road made officially a part of the State Highway System, even though the County was aware of the fact that the State Highway Commission had stated there would be no funds available for some time for the proper maintenance of this route. Chairman Scott informed Judge Large that the State Highway Commission felt very strongly that this was an important part of a comprehensive system of State highways, but until the funds were available for its maintenance, the road could not be taken over.

Judge Large also called attention to the fact that his County had not yet heard from the State Highway Commission as to what it proposed to contribute to Hunterdon County in the way of extra Motor Vehicle allotments for the maintenance or reconstruction of its county roads. He informed the Commission that the County had appropriated an amount equal to the State's share from its taxable income and he presented a list showing the needs of Hunterdon County in this respect. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the schedule of road expenditures, as presented by Judge Large, be referred to the State Highway Engineer for investigation and report. Chairman Scott informed Judge Large that Hunterdon County would be notified when the Commission had properly digested the report presented.

In connection with this hearing, the Secretary informed the Commission that a petition had been received from R. A. Conover of Pittstown, sent with numerous names, requesting that the Trenton to Buttzville Road be taken over as soon as possible. On motion by Mr. Jelin, seconded by Mr. Kidde, the petition was ordered received and the petitioners advised that the State Highway Commission cannot take this road over at an early date on account of the fact that no funds are available.

Union County Hearing

The Secretary informed the Commission that a delegation from the County of Union and the City of Plainfield was present for a hearing. On motion, duly seconded, a hearing was granted. There appeared County Engineer J. L. Bauer and City Engineer A. W. Vars, together with Freeholder Hatfield of Union County. Mr. Bauer explained to the Commission the road improvement work being accomplished in Union County and advised that the County and City were interested in the improvement of the Scotch Plains Road, a distance of 2½ miles, which it was contemplated to improve from curb to curb with a concrete base and a sheet asphalt top. Mr. Vars informed the Commission that this matter was presented at a former meeting by himself. Both Commissioners Jelin and Stewart voiced their opinion that this improvement was a very important one in Union County. Mr. Stewart inquired whether it would not be a hindrance to the county road program to have work on State Highway Route 9 between Westfield and Plainfield under way at the same time the Scotch Plains Road would be under improvement. Mr. Bauer stated that proper detours could be established for traffic even though both projects were under way at one time. State Highway Engineer Sloan informed the Commission and the visiting delegation that in addition to the financial problem, there was a legal difficulty involved if the amount of funds could be apportioned, in view of the fact that the State funds could not be applied within a municipality with a population of 16,000 in existance. County Engineer Bauer suggested that in the event the State Highway Department could not apportion funds directly to this work, they may desire to give Union County a special allotment in order that the county might release funds from some other project toward this improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the application for aid on this work be placed on the preferential list for consideration in the very near future.

George Street, New Brunswick

The Secretary informed the Commission that a delegation from New Brunswick was present and desired a hearing at this time. On motion, duly seconded, a hearing was granted. There appeared before the Commission a delegation headed by Mr. Thomas H. Hagerty, City Attorney of New Brunswick, and City Commissioner Houghton. Mr. Hagerty addressed the Commission and stated that the City was now ready to proceed with the improvement of George Street, New Brunswick, which formed a connecting link for State Highway Route 1. He advised that the Commission at a previous meeting sometime ago, had allocated one-half the cost of this improvement. There was a difficulty, however, with the Public Service Corporation which occupied a double track area and two feet outside thereof in the center of this roadway wherein the company claims that it cannot afford the paving of this section of road at this time, but would be willing to do the work if the same could be financed by the City or the State over a period of a number of years. The estimated cost given by City Engineer Atkinson for the work between the trolley tracks, was placed at $39,697.00 if new granite block was used, or $32,707.00 if reclipped granite block was used. Commissioner Stewart advised the delegation that the State Highway Commission would not consider any financing over a period of three years. Commissioner Jelin inquired of the delegation whether, in the event the State Highway Department would finance the improvement over a period of three years, the City of New Brunswick would be willing to guarantee to the State the bond given by the Public Service Corporation. After further discussion, the State Highway Commission, on motion by Mr. Jelin, seconded by Mr. Kidde, directed that the matter be taken under advisement at this time, the City of New Brunswick to determine whether the Public Service Corp. is willing to accept a three year reimbursement plan and the City to guarantee the Bond of the Public Service Corporation.

Cedar Avenue, Long Branch

The Secretary informed the Commission that a hearing had been requested by the Board of Commissioners of Long Branch and this delegation was now present. On motion, duly seconded, a hearing was granted. There appeared a delegation from Long Branch, together with Senator William A. Stevens, County Counsel. Senator Stevens informed the Commission that the delegation appeared to request aid for Long Branch for the paving of Cedar Avenue extending from Route 4 at Shadow Lawn to the Ocean Boulevard. Senator Stevens informed the Commission that prior to the meeting he had taken the matter up with Secretary Grover in order to determine whether there was any legal way in which the City of Long Branch could receive aid from the State in view of the fact that it was pointed out that the State could not aid municipalities with a population of more than 16,000. He advised that the estimated cost of the improvement would be $100,000.00. Commissioner Kidde informed the delegation that the resources of the Department for this particular work were very limited, even in the event that enabling legislation could be found, and he advised that a plan might be worked out whereby the county and municipality would contribute a large proportion to the work and the State could give the County of Monmouth some assistance toward this end, and he moved that the matter be referred to the State Highway Engineer for further report and to be taken up with the Attorney General for an opinion as to whether the State can legally aid in this work. This was seconded by Mr. Jelin and adopted.

Amboy Bridge-Conference

The Secretary informed the Commission that Judge William A. Newcorn who was Special Counsel on the matter of the Amboy Bridge, was present for a conference with the Commission. Chairman Scott declared the meeting in recess until after the conference was held with Judge Newcorn.

Request for Aid-Burlington County

The Commission resumed its meeting after this conference and the Secretary informed them that a delegation from Burlington County was present with reference to State Aid. On motion, duly seconded, a hearing was granted. There appeared Director Stout of the Board of Freeholders, County Engineer Smith and Mr. McFarland, County Supervisor of Roads. Mr. Stout addressed the Commission and urged State Aid on the Completion of the King's Highway in Burlington County from Moorestown to Camden County Line. He advised that this was the Burlington County section of roadway concerning which County Engineer Albertson had addressed the meeting at its last session. The total length of this road was given as two miles, to cost about $90,000.00. Mr. Stout also asked aid from the Commission in the repair and maintenance of the road between Pemberton and Brown's Mills, and also in the reconstruction of the Moorestown-Riverton Road. He advised the Commission that the county was willing to undertake the improvement of the Moorestown-Riverton Road under the provisions of Chapter 164 of the Laws of 1921. He suggested that if the State Highway Commission could see its way clear to allow Burlington County to use the sum of $20,000.00, which is owing to the State on account of the work of the Mile Hollow Road, the County would take over the road from Brown's Mills to the Burlington County Line and properly maintain it. He also requested that the State share 40% of the cost of the Kings' Highway and the County would arrange for the balance of the funds in order to permit the rebuilding of this road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the matter be taken under advisement at this time.

The Chairman informed the Commissioners that the Governor had accepted an invitation from the Commission to luncheon at one o'clock and it was approaching this hour. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon, to meet again at 3:00 P.M.

The meeting was resumed at 3:00 P.M. as agreed.

Route 4, Laurelton-Point Pleasant

Commissioner Jelin reported that he had inspected the completed work on Route 4, Laurelton to Point Pleasant, and he would recommend its acceptance by the State even though he had noticed that there was a slight scale on the surface of the road. He advised that he was satisfied that the work was satisfactorily completed. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission accepted the completed work on Route 4, Laurelton-Pt. Pleasant, and authorized final payment after final papers had been approved by the State Highway Engineer.

Attorney General's Opinion-
Route 4-Detour, Woodbridge Twp.

The Secretary presented a communication received from the Attorney General's Department advising that the State Highway Commission would not be justified in deducting $7,500.00, the cost of repairing a detour in Woodbridge Township, from the allotment of $75,000.00 given to the City of Perth Amboy as an aid toward the construction of a connecting link on Route 4 through Perth Amboy. On motion by Mr. Jelin, seconded by Mr. Stewart, the opinion of the Attorney General was ordered received and spread in full upon the minutes and that thanks be forwarded to the Attorney General of the State for his courtesy in the matter.

Trenton, N.J., March 17, 1924.

Mr. A. Lee Grover, Secretary,
State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

In re payment of cost of
Repairing Detour, Route 4,
through Perth Amboy.

Dear Sir:-

Replying to your letter of February, which has awaited reply until we could get some information concerning the contract between the Highway Commission and the City of Perth Amboy in the above matter, permit me to say that I am of the opinion that the State Highway Commission would not be justified in deducting the $7,500.00, the cost of the repairs of the detour, from the allotment of $75,000.00 made to the City of Perth Amboy as an aid toward the construction of a connecting link on State Highway Route 4, passing through Perth Amboy.

Unquestionably the City of Perth Amboy has entered into its contracts and made the appropriations, &c necessary therefor, upon the proposition that it was to receive $75,000.00 from the State Highway Commission. If this be true, then if the deduction were made, it would mean that the City of Perth Amboy would be obliged to make a further appropriation, which might jeopardize the contract already made.

Very truly yours,

H. R. COULOMB,

Assistant Attorney General.

Approved:

Edward L. Katzenbach,

Attorney General.

On motion by Mr. Jelin, seconded by Mr. Stewart, further consideration of the matter of this detour was deferred.

Attorney General's Opinion- Township Aid

The Secretary presented an opinion from the Attorney General advising that the State Highway Commission cannot approve applications on Township Aid matters in anticipation of funds becoming available on July 1st. Assistant State Highway Engineer Reed raised the question as to whether, in view of this opinion, the Townships had the right to raise the entire funds for the work even if the State had authorized the allotment of State moneys. On motion by Mr. Jelin, seconded by Mr. Stewart, the opinion was referred to the Secretary with the request that he advise further with the Attorney General's Department on the matter of the requirement concerning the raising of the entire funds by the Township.

Attorney General's Opinion, Route 5, Section 11

The Secretary presented an opinion received from the Attorney General's Department with additional reference to the purchase of right of way from the P. R. R. on Route 5, Section 11, Delaware-Belvidere, in which opinion it was brought out that there was no objection to the State Highway Commission purchasing the land in question, or if it were in actual use for railroad purposes, to condemn it and thus acquire title. State Highway Engineer Sloan informed the Commission that negotiations were under way with the railroad company whereby a price could be arrived at for the cost of a toewall which would have to be constructed and which could be paid to the railroad company as the cost of the land taken. He stated that he did not believe the State could condemn this property in view of the fact that the railroad company could claim that it was for railroad purposes. Commissioner Jelin suggested that the matter be negotiated with the railroad company on the basis of entering into an agreement, if possible, whereby the State would acquire the property for the consideration of $1.00, and a toe wall could be placed when the same was needed by the railroad company. On motion by Mr. Stewart, seconded by Mr. Jelin, the matter was referred back to the State Highway Engineer for further conference and negotiation with the Railroad Company.

Request for Aid - Laurel Springs, Camden County

The Secretary presented a communication from Senator A. S. Woodruff of Camden County, in which he advised that he communicated with the Borough of Laurel Springs and they desired that the State Highway Commission should bear some portion of the expense of curbing and gutters, due to the fact that change in the grading on the White Horse Pike makes this necessary. State Highway Engineer Sloan informed the Commission that he had personally investigated this matter and the placing of curbs and gutters in Laurel Springs was entirely a local matter. On motion by Mr. Jelin, seconded by Mr. Stewart, the Communication was ordered acknowledged and filed.

Crescent Boulevard, Camden County

The Secretary presented a communication from Senator Woodruff of Camden County, requesting that consideration be given the relocation of the Crescent Boulevard through Merchantville and Pensauken when the same is constructed by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that the Senator be advised that every angle existing in the situation in Camden and the surrounding territory will be thoroughly gone into at the time hearings are held at that location.

Absecon Boulevard, Atlantic Co.

The Secretary presented clippings from the Atlantic City Daily Press, as directed presented by the Chairman, in which it was stated that the County of Atlantic would look to the State Highway Commission for aid in the construction of the Absecon Boulevard, in view of the fact that they had agreed to change the type of construction to a competitive type of highway, namely, sheet asphalt with concrete base. State Highway Engineer Sloan stated that he had also received a communication from County Engineer Nelson of Atlantic County, in which he informed the Commission that the County of Atlantic stood ready to have the specification in any manner which would secure the approval of the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter of aid to Atlantic County was ordered laid over at this time.

Good Roads Association Convention

The Secretary presented a communication received by Chairman Scott, from James A. French, State Highway Engineer of New Mexico, inviting the State Highway Commission to attend the United States Good Roads Conference at Albuquerque, New Mexico. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the invitation be acknowledged with the advice that Chairman Scott will represent the State Highway Commission as a delegate.

Township Aid-Monmouth County

The Secretary presented a communication from R. V. Kuser, addressed to Chairman Scott, advising that the Township Committee of Wall Township, had agreed to pay one-quarter of the cost of the Turnpike, in the event the State Highway Commission would grant aid in the amount of three-quarters of the cost, the distance being three miles. On motion by Mr. Stewart, seconded by Mr. Jelin, the matter was ordered held over for later consideration.

Commendation-
Route 7, Corlies Avenue

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, extending the commendation of the Board of Commissioners of that Borough to the State Highway Commission for its action in the improvement of Corlies Avenue on Route 7. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Invitation-American Road Builders'

The Secretary presented a communication from the American Road Builders' Association, inviting the State Highway Commission and members of the Department to attend an open air exhibit and so-called "Shirt Sleeve Road Show" to be conducted in North Carolina, June 4th, 5th, 6th and 7th. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with the advice that if the State Highway Commission can send any representatives at the time of the Show, they will be glad to do so.

Route No. 18 and Route No. 20.

The Secretary informed the Commission that arrangements had been made for a public hearing in the matter of taking over of the Westville-Millville and the Atlantic City-Pennsgrove Roads, to be held at Atlantic City on Saturday, April 12th at 10:30 A.M., and he informed the Commission that reservations would be made.

Experimental Roads-Maint. Material

State Highway Engineer Sloan presented to the Commission a report on the matter of the use of Texas #55 on sections of State Highway work for the purpose of experiment, and he was ready to report that he would recommend the application of Asphaltic Oil Type S. C. O., under which classification the Texas #55 could be obtained, for treating eight and three-tenths miles of road in Gloucester County on the Gloucester County section of the Pennsgrove-Atlantic City Route, and the road known as the Ocean City Bridge Road, which is under the control of the State Highway Commission, making a total of nine and five-tenths miles. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the treatment of gravel roads as recommended by the State Highway Engineer with Asphaltic Oil Grade S. C. O., after public hearings had been held on the matter of the taking over of the Atlantic City-Pennsgrove Route.

In connection with the above, Mr. Jelin moved that the Secretary inform the Freeholders of Cape May County and the authorities of Ocean City to the effect that the State Highway Commission, in view of their not having heard as to their decision concerning the sharing in one-half the cost of the hard surface improvement of the Ocean City Bridge Road, had determined to place asphaltic oil thereon for experimental purposes. This was seconded by Mr. Stewart and adopted.

Invitation-
Beechwood Property Owners' Assn.

The Secretary called attention of the Commission to an invitation received from the Beechwood Property Owners' Association, inviting a representative of the Commission to be present at a dinner meeting to be held at the Hotel Astor on March 29th. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission delegated Mr. Kidde as representative of the Commission on that occasion.

The Schedule of Business was next taken up item by item as follows:

Route 9, Section 12

State Highway Engineer Sloan reported having approved plans and specifications for the construction of Route 9, Section 12, Plainfield-Westfield section, and that advertisement for the same had been placed. On motion by Mr. Stewart, the State Highway Commission ratified and confirmed the action of the State Highway Engineer in approving plans and specifications for the construction of Route 9, Section 12, Plainfield-Westfield section, and ordered advertisement of the same.

Route 6, Section 13

State Highway Engineer Sloan reported having approved plans and specifications for the construction of Route 6, Section 13, from Bridgeton to Marlboro and that advertisement for the same had been placed. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ratified and confirmed the approval given by the State Highway Engineer for the construction of Route 6, Section 13, Bridgeton to Marlboro and the placing of advertisement for the same.

Amboy Bridge-Route 4

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the payment of $100.00 to the Central

Railroad of New Jersey on account of encroachments of the Amboy Bridge abutment on Route 4, at the new Amboy location. This came recommended by Special Attorney William Newcorn and was seconded by Mr. Stewart and adopted.

Right of Way-Route 10, Sec. 1-C

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of purchase of Parcel #5 on Route 10, Section 1-C, from W. Emerson Barger for a consideration of $300.00.

Right of Way-Route 9, Sec. 14

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of Parcel #2 on Route 9, Section 14, County Line-North Branch section from Samuel Fineman and Wife for the consideration of $600.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 16, Section 6-A

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the purchase of Parcel #12 on Route 16, Section 6-A, Blazier's Corner-VanDorn's Mills, from Mary Cavanaugh, for the consideration of $200.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 16, Section 8

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the purchase of the following Parcels of property on Route 16, Section 8, Harlingen Cut-Off:

Parcel #2, from Dr. L.D.Tomkins, consideration $50.00
Parcel #4, from Hueston LaBaw and Sarah LaBaw, consideration $272.60.

This was seconded by Mr. Stewart and adopted.

Right of Way-Route 9, Section 8-A

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of Parcel #2 on Route 9, Section 8-A, at the North Branch River Bridge, from Edwin M. Sutton and wife for the consideration of $25.00. This was seconded by Mr. Stewart and adopted.

Albany Street Bridge, Route 1

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of the authorization given by the P. R. R.

to extend Route 1, Albany Street Bridge, New Brunswick, over the Raritan Canal without any further formalities. This was seconded by Mr. Stewart and adopted.

Detour-Route 4

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following official detour on Route 4, Sections 23 and 24, Lakewood-Toms River section:

> "Beginning on Route 4 at Lakewood-Lakehurst Road and running thence (1) in a general southwesterly direction along the Lakewood-Lakehurst Road a distance of approximately 8.8 miles through Whitesville and White's Bridge to Lakehurst; thence (2) in a general southeasterly direction along the Lakehurst-Toms River road through Pine View a distance of approximately 7.6 miles to Route 4 at Toms River."

This was seconded by Mr. Stewart and adopted.

Somerset County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved acceptance and final patment on Clairmont-Post Kuhnhardt Road, Section 1, Bernards Township, Somerset County, Township Aid. This was seconded by Mr. Stewart and adopted.

Federal Aid-Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of project agreement for Federal Aid on Route 5, Section 11, Delaware-Belvidere Section. This was seconded by Mr. Stewart and adopted.

Maintenance-Mercer County Roads

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract by Mercer County to Theodore Tobish, at his low bid of $69,504.97 for the furnishing and applying of surface dressing of tars to approximately 114 miles of roads located in various parts of Mercer County. This was seconded by Mr. Stewart and adopted.

Maintenance-Morris County Roads

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Morris County specifications for materials and equipment to be used on road maintenance for 1924. This was seconded by Mr. Stewart and adopted.

Salem County-Township Aid

On recommendation of the State Highway Engineer, Commissioner

Jelin moved approval of Township Aid Force Account Agreement for Daretown-Woodstown Road, Upper Pittsgrove Township, Salem County, Township Aid. This was seconded by Mr. Stewart and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Aid Force Account Agreement for the Glassboro Road, Monroe Township, Gloucester County, Township Aid. This was seconded by Commissioner Stewart and adopted.

Ocean County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following Township Aid Agreements in Lakewood Township, Ocean County:

Fourteenth Street	State's Share	$ 1500.00
County Line Road	" "	4500.00
Lexington Avenue	" "	2250.00
Meadow Avenue	" "	2906.25
Clifton Avenue	" "	2250.00
John Street	" "	2156.25
Birch Street	" "	450.00

This was seconded by Mr. Stewart and adopted.

Employments

State Highway Engineer Sloan presented for ratification by the Commission, the following list of employments as made by him since the last meeting of the Commission:

April 1,	B. J. W. Culhane,	Bridge Designer	$250.00 mo.
March 24,	R. C. MacMullin,	Jr. Engineer	100.00
" 24,	John Hemsath,	Rodman	90.00
April 1,	R. J. Waugh,	Jr. Engineer	125.00
" 1,	J. S. VanNeup,	" "	125.00
" 1,	J. E. Cunningham,	" "	110.00
March 24,	T. W. Stewart,	Rodman	90.00
" 24,	E. G. Crarup,	Jr. Inspector	125.00
" 21,	Horace Eaton,	Resident Engr.	240.00

This was seconded by Mr. Stewart and adopted.

Lakeside Boulevard, Motor Vehicle Aid, Sussex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of plans and specifications for Lakeside Boulevard, Sussex County, Motor Vehicle Aid. This was seconded by Mr. Stewart and adopted.

Camden County-Township Aid Transfer

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of transfer of Township Aid funds from Gibbsboro-Kresson

Road to the Haddonfield-Kresson Road, both in Voorhees Township, Camden County, in the amount of $1875.00. This was seconded by Mr. Stewart and adopted.

Request for Aid-Union County

State Highway Engineer Sloan presented a communication from the Township Engineer of Westfield, Mr. Alexander Blair, requesting State Aid for the resurfacing of East Broad Street in Westfield. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered this matter laid over for later consideration with other requests of similar character.

Specifications

State Highway Engineer Sloan presented to the Commission a letter proposed to be forwarded to the contractors who are now working on State Highway contracts, advising of a change in the 1924 Specifications whereby they can dispense with the use of a roller for finishing concrete and giving contractors, having outstanding contracts, the advantage of some other method, in the same way that 1924 contractors will be benefitted. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ratified and confirmed the communication as presented by the State Highway Engineer, and directed that the same be forwarded to all contractors now working for the State Highway Commission.

Detour-Route 10, Section 6

State Highway Engineer Sloan presented an official detour for Route 10, Section 6, Hackensack-Paterson section, and recommended approval of same. On motion by Mr. Jelin, seconded by Mr. Stewart, the following official detour for Route 10, Section 6, was ordered established:

> "Beginning at Route 10, First Street, Hackensack; thence (1) northerly on First Street about one (1) mile to Passaic Street; thence (2) northwesterly on Passaic Street, seven-tenths (.7) mile to Paramus Road, the beginning of Route 17; thence (3) northwesterly on Route 17 via Maywood, two and four-tenths (2.4) miles to Broadway at Arcola; thence (4) westerly on Broadway two and three-tenths (2.3) miles to the River Road at the easterly side of the Passaic River; thence (5) southeasterly on the River Road one and one-tenth (1.1) mile to Route 10 at the easterly end of the Market Street Bridge."

Right of Way-Route 10

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #1, on State Highway Route 10, Section 6, from Jacob W. Wisse and Wife, for the consideration of $100.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission meeting was adjourned at 4:15 P.M., to meet in regular session again on Tuesday, April 1st, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - April 1, 1924.

A regular meeting of the State Highway Commission was held in the Commission's rooms, Broad Street Bank Building, Trenton, Tuesday, April 1st, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present:- General H. L. Scott, Chairman, and Messrs.
Thomas J. Stewart, Walter Kidde and Abraham Jelin.

Right of Way - New Amboy Bridge

The Secretary informed the Commission that Hon. William Newcorn, Special Attorney in the matter of the Amboy Bridge right of way, had been negotiating for the property of the National Fire Proofing Company. Judge Newcorn appeared before the Commission and presented a communication in which he advised that he had succeeded in securing the acceptance of the National Fire Proofing Company of an offer of $[illegible],000.00 for their property, including kilns, [illegible], etc., in the line of the right of way for the new Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that Special Attorney Newcorn prepare the proper resolutions necessary to be adopted by the State Highway Commission for approval by the Commission, for the purchase of the National Fire Proofing Company's property for the sum of $[illegible],000.00. Special Attorney Newcorn also informed the Commission that hearings would be carried on at an early date in the matter of the acquisition of the W. J. Donnell Lumber Company's property, and asked whether there would be authority granted for the employment of a court stenographer to take proceedings, and he recommended the name of the official stenographer of Middlesex County, Mr. O'Brien. On motion by Mr. Jelin, seconded by Mr. Stewart the State Highway Commission authorized the employment of Mr. O'Brien as Special Court Stenographer in the W. J. Donnell Lumber Company hearings to be held by Special Attorney William Newcorn. Mr. Newcorn informed the Commission that he would arrange for these hearings to be held, if possible, in the Court House, at New Brunswick.

Experimental Roads

The Secretary informed the Commission that Mr. H. A. [illegible] of New York City, was present and desired a hearing, although he had not made any formal request for the same. On motion duly seconded, a hearing was granted. Mr. Terry appeared and informed the Commission of a preparation in which he was interested by the name of "Waxoil" which was a by-product of the wax industry, it being an oil with a paraffine base and when put upon the road results in a mucky layer on the surface which hardens and gives firmness to the surface of gravel roads. He expressed a desire to do an experimental stretch of this work in New Jersey. State Highway Engineer Sloan inquired whether Mr. Terry was prepared to make this test without cost to the State, and he advised that he would not be able to do this, but would rather expect the State to purchase the material at the regular price. Chairman Scott then requested that Mr. Terry submit a detailed report in writing as to "Waxoil" in order that the same might have the proper attention of the Engineering Department.

Route 9, Section 13 ✓

The Secretary informed the Commission that Mr. Chapman of the firm of J. F. Chapman & Son, was present to ascertain whether the State Highway Commission would award the contract on which his firm was low bidder. State Highway Engineer Sloan presented to the Commission the following list of bids received on Route 9, Section 13, White House-County Line Section, and recommended that the contract be awarded to J. F. Chapman & Son at their's, the lowest bid,of 97% of the Engineer's estimated value of cost.

J. F. Chapman & Son........................	97. %
Public Development & Contracting Co....	99.4 %
Public Service Production Co............	102.95%
C. H. Winans Co............................	103.59%
John [illegible]...............................	109. %
F. [illegible] Gibbs Construction Co.............	121.1[illegible]

Mr. Chapman was asked whether his firm was financially capable of prosecuting the work and whether it could be done within the time specified. He informed the Commission that with the experience gained by last year's work in the same vicinity, he felt that the work of his company could be more efficient and since their finances were in better shape than last year, this would also assist them in completing the work on time. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the contract for the construction of Route 9, Section 3, White House-County Line Section, be and the same is hereby awarded to J. F. Chapman & Son, at their's the lowest bid amounting to 97% of the Engineer's estimated units of cost, or $179,642.40, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 9, Section 14.

State Highway Engineer Sloan reported to the Commission the receipt of bids as follows for the construction of Route 9, Section 14, County Line-North Branch Section, and recommended that this contract be awarded to J. F. Chapman & Son, the low bidders at 98% of the Engineer's estimated units of cost.

J. F. Chapman & Son	98. %
Public Development & Cont.Co.	99.3%
Freehold Construction Co.	103.5%
John Dorer	106. %
C. H. Winans	108.8%

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the contract for the construction of Route 9, Section 14, County Line-North Branch Section, be and the same is hereby awarded to J. F. Chapman & Son, at their's the lowest bid of 98% of the Engineer's estimated units of cost in the amount of $120,821.16, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 10, Section 6.

The State Highway Engineer informed the Commission that the following bids had been received for the construction of Route 10, Section 6, Hackensack-Paterson, and he recommended the award of contract to George M. Brewster & Son, the lowest bidder at 99% of the Engineer's estimated units of cost.

Geo. M. Brewster & Son	99. %
N.J. Construction Co.	99. %
John J. McGarry	99. %
Public Service Prod. Co.	104.98%
John Dorer	105.6 %

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the contract for the construction of Route 10, Section 6, Hackensack to Paterson, be and the same is hereby awarded to George M. Brewster & Son, at their's the lowest bid of 99% of the Engineer's estimated units of cost, amounting to $214,474.02, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 10, Saddle River Bridge

State Highway Engineer Sloan reported to the Commission the bids received for the construction of the Saddle River Bridge at M.P. 2.9 on State Highway Route 10, and he reported to the Commission that after investigation, he was prepared to recommend award of contract to the lowest bidders, the Tunnel Construction Corporation of New York City, at their's, the lowest bid, of $28,875.00.

Tunnel Construction Corporation..........	$28,875.00
L. H. Card..............................	32,429.00
A. H. Alfast............................	33,422.35
Dansen Construction Co..................	33,524.00
P. A. Hennesy & Sewell..................	33,889.00
Kuchar Bros.............................	37,000.00
James Mitchell, Inc.....................	37,256.00
F. W. Schwiers Jr. Co...................	38,323.00
Arnolt-More, Inc........................	41,500.00
Tuller Construction Co..................	43,400.00
Thomas Shehan...........................	43,863.00

Commissioner Jelin stated that he had spoken to the representative of this company when the bids were received and he believed that this firm was capable of properly prosecuting the work, and he moved the adoption of the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Saddle River Bridge at M.P. 2.9 on State Highway Route 10, to the Tunnel Construction Corporation on their's the lowest bid in the sum of $28,875.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Bonds-Towner Rating Bureau.

The Secretary presented a communication from Governor Silzer, transmitting letter received by him from the Towner Rating Bureau of New York City, concerning surety bonds and outlining the risk taken by the Surety Companies in furnishing bonds for low bidders even though there is great variation between the lowest bidder and the next higher one. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered acknowledged to the Governor and placed on file.

Commissioner Kidde informed the Commission that he had been given to understand that offers are being made of 75% of premium charges to contractors from bonding company agents.

United States Good Roads
Convention

The Secretary presented a communication from the Hon. F. M. P. Pearse, Secretary to the Governor, calling attention to the fact of the United States Good Roads Association Convention in Albuquerque, New Mexico, and asking for suggestions as to delegates. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered acknowledged with the advice that the State Highway Commission had already taken cognizance of this matter and has appointed General H. L. Scott as a delegate to the Convention.

Memorial Bridge Advisory Board

The Secretary presented a communication from Messrs. George B. Post & Sons, Architects, calling the attention of the State Highway Commission to the appointment of Mr. William Otis Post, since the members of the firm are William S. Post and J. Otis Post. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary advise George B. Post & Sons that Mr. J. Otis Post is the one suggested for the position, in view of the fact that he is already serving the State as a member of the Advisory Board of Architects to the Board of Control of the Department of Institutions and Agencies. Commissioner Kidde advised the Commission that this was an opportune time to advise that he was also a member of the Advisory Board to the Department of Institutions & Agencies and served without compensation, and he desired information as to whether this was not in conflict with his position on the State Highway Commission. The Secretary informed the Commission that inasmuch as there was no salary attached to the position held by Mr. Kidde, there was no reason why he could not serve in an Advisory capacity to the Department of Institutions and Agencies.

The Secretary presented a communication from Mr. D. M. Davis, Consulting Engineer, advising that he accepted appointment as a member of the Memorial Bridge Advisory Board. Mr. Kidde also reported that Mr. Joseph Van Vleck, who was appointed a member of the Advisory Board, had just returned from the South, and he had informed him that he would be glad to serve as a member of this Advisory Board, and would place his acceptance in writing within a few days.

Route 16, Section 6, Claim

The Secretary informed the Commission that he had been requested by Mr. Charles T. Kavanagh, contractor on State Highway Route 16, Section 6, for a hearing with reference to claims against his contract on Route 16. On motion, duly seconded, a hearing was granted. Mr. Kavanagh appeared and informed the Commission that he had taken up with State Highway Engineer Sloan, the interpretation of the supplemental contract, known as #3, issued to him on the construction of Route 16, Section 6, which called for the "placing" of a new fill on a section of new right of way and which the State Highway Engineer interpreted as including the maintenance of traffic over the new fill during the entire winter. He advised the Commission that from his own interpretation of the supplemental agreement, it provided only that he "place" the fill and not maintain the same, since he had not set a price for the maintenance, nor had he expected that any of the fill would have to be carried over the winter season. State Highway Engineer Sloan informed the Commission that a supplemental contract was merely an addition to the general provisions of the specification or original contract, which called for the maintenance of traffic for local residents at all seasons of the year. After Mr. Kavanagh had placed all of his claims before the Commission, Commissioner Jelin moved that the matter be taken under consideration at special conference. This was seconded by Mr. Kidde and adopted.

Route 14, Egg Harbor City

The Secretary informed the Commission that Mr. [illegible] of Egg Harbor was present with a delegation from Egg Harbor City on the matter of the alignment of Route 14 at the point where it leaves Egg Harbor City. He presented to the Commission a sketch in which there was an alignment shown, making a road 100 feet shorter than the existing route. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be received with thanks and held for consideration at the time the alignment of route 14 in Egg Harbor City was taken up for consideration.

Route 1, George St., New Brunswick

Commissioner Jelin directed the attention of the Commission to the fact that after the appearance before the Commission at the last meeting of the representatives of the City of New Brunswick on the matter of the paving of the Public Service Railway tracks on George Street, a section of Route 1, the Board of Freeholders of Middlesex County were in meeting on this day and they had informed him to the effect that the Public Service Railway Company are furnishing a bond by the Globe Indemnity Company, guaranteeing the reimbursement of any moneys expended by the State on this work over a period of three years. Without taking any formal action, the State Highway Commissioners all expressed satisfaction with such a bond with the Globe Indemnity Company, as suggested by Mr. Jelin.

Route 7, Corlies Ave.-Colt's Neck

The Secretary informed the Commission that a delegation of residents of Hamilton, New Jersey, on the right of way of Route 7, was present and desired a hearing. On motion, duly seconded, a hearing was granted. This delegation was headed by Francis L. Stone and Mr. Archer Hight. Mr. Hight informed the Commission that in the proposed construction of Route 7, Colts Neck to Corlies Avenue Road, the Town of Hamilton, which comprises thirty-six buildings, was entirely shut off the main highway. He stated that there was alarm in the community of Hamilton, due to the fact that the realty value will depreciate, and also due to the fact that an existing Bus Line, which now traverses Route 7 between Freehold and Asbury Park, will be diverted to the new road, which is about a quarter of a mile from the present line of Route 7. He urged the Commission to consider continuing the road on the existing line for Route 7. Commissioner Kidde endeavored to impress the delegation with the fact that a number of municipalities in the State were very desirous of having the main highways diverted from their streets in order to prevent congestion. The delegation cited the instance of Port Republic, which was cut off in the construction of a new line for Route 4 near Atlantic City, which resulted in the desolation of Port Republic and the discontinuance of Bus Lines to Atlantic City. After further discussion, Commissioner Jelin moved that the matter be referred to the State Highway Engineer for further consideration. This was seconded by Mr. Kidde and adopted.

Gloucester County Maintenance

The Secretary informed the Commission that County Engineer W. C. Cattell of Gloucester County, was present and had several matters to bring before the Commission. On motion, duly seconded, a hearing was granted. Mr. Cattell appeared and presented the bids received by Gloucester County for its maintenance materials for 1924. He called attention to the fact that all bidding was regular except that for lignin binder, in which case a bid had been submitted in improper form, but the lowest bid was in regular shape. He advised that the Board of Freeholders of Gloucester County would recommend approval by the State of all contracts. Commissioner Kidde called attention of the Commissioners to the fact that it appeared that every time bids were received for lignin binder, there was some irregularity involved in the bidding, and he was prepared to recommend that the County consider the placing of some other type of surface treatment in competition with lignin binders. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Gloucester County for all its maintenance materials except lignin binders, the said lignin binders to be readvertised for, with the recommendation to the Board of Freeholders of Gloucester County that they look into the matter of advertising as well for some other materials in competition with lignin binders.

County Engineer Cattell informed the Commission that he had prepared specifications for emulsion and patching materials to be used on the maintenance work in 1924, and was ready to present same to the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the specifications of the County for emulsion and patching materials were ordered referred to the State Highway Engineer for investigation and approval.

County Engineer Cattell also called the attention of the Commission to the fact that bids had been received for the improvement of Crown Point Road, Section 2, the lowest bid being by the Union Paving Company at 84% of the Engineer's estimate, and he was desirous of determining whether the State Highway Commission would approve the award of this contract if the same was made by the Board of Freeholders. The State Highway Commission could take no official action in this matter but assured Mr. Cattell that the award of this contract by the county would be proper.

Right of Way-Route 1, Section 14

The Secretary informed the Commission that he had just received a report from Right of Way Agent Vollmer, to the effect that the Condemnation Commission in the matter of Mr. Rothstein on Route 1, Section 14, at Metuchen, had made an award of $125.00 to Mr. Rothstein. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the findings of the court in the matter of award of $125.00 to Mr. Rothstein be confirmed and the property acquired.

Hackettstown-Invitation

The Secretary informed the Commission that an invitation had been received for a dinner of the Board of Trade of Hackettstown, and he desired to ascertain whether the Commission intended to take this trip. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the invitation be accepted on the part of the Commission and that the Secretary arrange for the necessary transportation facilities.

Right of Way-New Amboy Bridge

The Secretary informed the Commission that Special Attorney William Newcorn had prepared a proper resolution for the acquisition of the property of the National Fire Proofing Company on the line of the new Amboy Bridge, and presented same for the consideration of the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

WHEREAS, under resolution of the State Highway Commission on or about the eleventh day of December, nineteen hundred and twenty three, the Attorney General of the State of New Jersey filed a petition for the purpose of condemning the lands therein described and the buildings thereon for the use of the proposed new bridge at Perth Amboy, belonging to the National Fireproofing Company, and rule to show cause having been issued, and upon a return date Commissioners having been appointed to condemn the said lands, ascertain the value thereof and the damage to the remainder, the said Commissioners having qualified and viewed the land, and

WHEREAS, since the institution of these proceedings, negotiations have been under way between the State Highway Commission and the said National Fireproofing Company through their respective attornies for a compromise settlement of the losses to be sustained by the National Fireproofing Company as the result of the said taking of the land and demolition of the said buildings, and the replacement value thereof, and

WHEREAS, the original appraisals submitted by the National Fireproofing Company for the value of the lands and the replacement value of the buildings to be destroyed and the damage to the remainder, amounted to $149,507.00 and as the result of the said negotiations the said National Fireproofing Company has expressed its willingness to accept the sum of $65,000.00 as a compromise settlement for the lands to be taken and the damages incurred by reason of the said taking, and to execute proper instruments [illegible] conveying the title in the land to the State of New Jersey, and releasing the State of New Jersey from any loss or damage caused by said taking, and

WHEREAS, the said compromise offer is less than the amount estimated by the Engineering Department of the State Highway Commission as to the value of the lands and in the judgment of the State Highway Commission, said offer is fair and reasonable, and

WHEREAS, by reason of the uncertainty of an award in this complicated taking and litigation that might ensue, it is for the best interest of the State to accept the said proposition.

NOW, THEREFORE, BE IT RESOLVED, that the proposition of the National Fireproofing Company to accept the sum of $65,000.00 in full settlement of all its claims and demands against the State of New Jersey for lands and replacement values and damages be and the same is hereby accepted, and

BE IT FURTHER RESOLVED, that William [illegible], Special Counsel to the Attorney General, designated to conduct these proceedings be and he is hereby authorized to take such proceedings to effectuate the settlement and obtain the necessary instruments, releasing the State of New Jersey from any damages by reason of the said taking, and conveying the title in the lands to the State of New Jersey, and

BE IT FURTHER RESOLVED, that upon the execution of the said instruments and such other proceedings as said Counsel may take in the matter, the consideration of $65,000.00 be paid to the National Fireproofing Company.

On motion by Mr. Kidde, seconded by Mr. [illegible], the Commission recessed for luncheon at 1:00 P.M., to meet in regular session again at 2:30 P.M. The meeting reconvened again at 2:30 P.M. as agreed, with the same members present as at the morning session.

Request for Aid-Warren County

The Secretary informed the Commission that Senator Barber of Warren County and Mr. Stryker of the Board of Freeholders, were present with reference to aid on the Warren Glen Road in Warren County, which extended from the Interstate Bridge at Rigglesville to Route 9, at Phillipsburg. Mr. Stryker advised that this road was now being graded by the County and they were very desirous of having the State aid in the completion of the surface of the road. Senator Barber informed the Commission that the completion of this road was very important from the standpoint of the tourists from that section of the county who are now forced to travel on the Pennsylvania side, on the River Drive, which is a hazardous trip on account of its proximity to the water's edge. The representative advised that the total cost of the improvement is $262,000.00. Chairman Scott informed the delegation that the Commission had not the means to give very much aid to the counties, and this request would be filed with the remaining requests for consideration when funds in hand were disposed of.

State Highway Engineer Sloan advised the Commission that he would recommend that action be taken as soon as possible on the matter of the requests for emergency aid, from the Motor Vehicle Reserve Account that have been made by the several counties of the State, in view of the fact that it will be necessary for the counties to prepare plans and specifications before award of contracts. The Commission requested that the Secretary bring up for consideration the requests as now before the Commission, in order that the same might be disposed of.

Road Leading to Soldiers' Home Vineland.

The Secretary presented a communication from Mr. Barton [illegible]. Fell, Superintendent of the Soldiers' Home at Vineland, requesting that the State Highway Commission reconstruct the road leading to the Soldiers' Home, in accordance with the provisions of the Act permitting the State Highway Commission to pay the cost of construction of roads leading to State Institutions. On motion by

Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that there be apportioned for the reconstruction of the road leading to the Soldiers' Home at Vineland the sum of $5,000 which has already been set up toward this account, work to be of penetration slag or macadam and to be done by the Maintenance forces of the Department. On motion by Mr. Kidde, seconded by Mr. Jelin, a communication to this effect was ordered forwarded to Superintendent Fell of the Soldiers' Home.

Scotch Plains Road, Union County

The Secretary informed the Commission that the application of Union County for aid on the Scotch Plains Road has not yet been acted upon. Commissioners Stewart and Jelin both expressed the desire to aid in this improvement in view of its benefits to congested traffic in this location, and also in view of the fact that aid from the state will permit the building of this road to its full width. Commissioner Kidde, therefore, moved that the County of Union be allotted the sum of $25,000.00 to be applied to the construction of the Scotch Plains Road, full width, funds to come from the Motor Vehicle Reserve Account. This was seconded by Mr. Jelin and adopted.

Kings Highway, Camden County

The Secretary informed the Commission that a request was received from Camden County for aid in the reconstruction of the Kings Highway in Camden County, for about one-half mile in length. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ordered the allotment of $9,000.00 from the Motor Vehicle Reserve Account as State Aid in the reconstruction of the Kings Highway in Camden County.

Browns Mills-Ocean County Line, & Kings Highway, Burlington County

The State Highway Engineer informed the Commission that an application had been received from Burlington County for aid in the construction of the Kings Highway in that County, and also for the reconstruction of the road between Brown's Mills and the Ocean County Line. Commissioner Kidde moved that there be allotted to Burlington County, the sum of $35,000.00 from the 1924 Motor Vehicle Reserve Account for the reconstruction of the Kings Highway in

Burlington County, and $21,000.00 from the State Aid Account for the reconstruction of the Brown's Mills-Ocean County Line Road, both of these apportionments being made with the understanding that the County of Burlington will pass a proper resolution in which the County will take over as a county road for future maintenance, the road between Brown's Mills and the Ocean County Line. This was seconded by Mr. Jelin and adopted.

Old Bridge-Matawan Road

The Secretary informed the Commission that a further communication had been received from the Board of Freeholders of Middlesex County, advising that the County was prepared to proceed with the improvement of the Old Bridge-Matawan Road for its entire length, work to be done in two sections, and requesting aid from the State in this improvement. Commissioner Kidde advised that in view of the assurance given by the Commission that it would share in this improvement to the extent of one-half the sum, not to exceed $100,000.00, he would move that the communication be acknowledged and that there be allotted to Middlesex County from the Motor Vehicle Reserve Account, one-half the cost of the improvement of the Old Bridge-Matawan Road, provided this work is let as one contract by the County of Middlesex, and under specifications which shall be approved by the State Highway Commission, it being understood that the total cost of this improvement will be approximately $200,000.00, so that the participation of the State will not exceed the sum of $100,000.00. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Aid-Hunterdon County

The Secretary informed the Commission that the County of Hunterdon had presented a request for aid in the County Repair Program for the year, and he presented a report from Assistant State Highway Engineer Reed in which there was outlined the various roads upon which Hunterdon County should concentrate its repair. The most important of these roads was the one between Flemington and White House. Commissioner Jelin moved that in view of the report from Assistant State Highway Engineer Reed, the State Highway

Commission authorize the allotment of $30,000.00 from the Emergency Reserve Account to the County of Hunterdon, the same to be applied to the extraordinary repair or reconstruction of the Flemington-White House Road, plans and specifications to be approved by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

Request for Aid-Boro of Frenchtown

On motion by Mr. Kidde, seconded by Mr. Jelin, the Secretary was directed to inform the Borough of Frenchtown that its application for State Aid in the improvement of Main Street, in that Borough, was denied, due to the fact that it was entirely a local improvement and that no funds were available for that purpose.

Freehold-Smithburg Road

The Secretary informed the Commission that Monmouth County had made a request for State Aid in the improvement of the Freehold-Smithburg Road, which is part of an improvement program to replace the Shore Road between Allentown and Freehold with a hard surface pavement. Commissioner Kidde moved that the sum of $25,000.00 be apportioned from the Motor Vehicle Reserve Account for the paving, with concrete, of the road between Freehold and Smithburg, work to be done under plans and specifications to be approved by the State Highway Commission.

Motor Vehicle Aid-Monmouth County

The Secretary advised the Commission that on a previous case there had been allotted from the Motor Vehicle Reserve Account the sum of $6,000.00 for State Aid in the improvement of Reckless Place in Red Bank, Monmouth County.

Absecon Boulevard, Atlantic Co.

The Secretary informed the Commission that the County of Atlantic had presented plans and specifications to the State Highway Commission for the Absecon Boulevard, and the County Engineer had requested information as to whether the State Highway Commission would give aid in this improvement. Commissioner Kidde moved that in view of the communication from the County Engineer of Atlantic County and the desire on the part of the Freeholders to proceed with the Absecon Boulevard, on a new type of specification which would be satisfactory to the State Highway Commission, the State Highway Commission authorize the sum of $50,000.00 from the Motor Vehicle Reserve Account as State Aid participation in the Absecon Boulevard improvement, subject to plans and specifications and contract being approved by the State Highway Commission in accordance with Chapter 395, Section 27. This was seconded by Mr. Jelin and adopted.

M.V. Aid -
Pennington Borough, Mercer County

The Secretary presented a communication received from the Board of Freeholders of Mercer County, advising that the County of Mercer and Borough of Pennington were jointly to proceed with the paving of a section of road through the Borough of Pennington and calling attention to the fact that this roadway is a section of the new highway route adopted by the recent Legislature, from Trenton to Buttzville. This communication made the request that the State Highway Commission might share in the cost of this improvement to pave within the car track area, which will cost approximately $40,000.00 if reclipped granite block is used. State Highway Engineer Sloan informed the Commission that the improvement of this section of road will reduce the State's cost on the improvement of the route when the same is taken over as a State Highway, and he was prepared to recommend participation by the State in this work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the allotment of $25,000.00 from the Motor Vehicle Reserve Account as the State's share of the cost of the improvement of the car track area through the Borough of Pennington, subject to approval of plans and specifications by the State Highway Engineer, of the work to be done in the Borough. This was seconded by Mr. Jelin and adopted.

Cape May - Lewes Ferry

Commissioner Kidde reported to the Commission that, in company with Commissioner Jelin and Secretary Grover, and the State Highway Engineer, a meeting was held in the Bellevue-Stratford Hotel in Philadelphia, with Chief Engineer Buck of the Delaware State Highway Commission and Senator Bright, on the matter of the possibilities for proceeding with the Cape May-Lewes Ferry. He asked the Secretary to read a report of the proceedings of that meeting. Mr. Grover read this report in which it was brought out that Senator Bright had indicated that the necessity for the ferry would exist chiefly between the summer months, that is, from June 1st to October 1st. Chief Engineer Buck had informed the meeting that he did not believe the standard type of ferry boat would be capable of rendering the service required of such a ferry, due to the heavy weather encountered frequently in the vicinity of the Delaware Breakwater. It was determined that a definite decision as to the type of vessel must be left to a competent Marine Engineer. A suggestion was made that a joint committee be formed to consist of two members of the State Highway Commission of Delaware and two members of the State Highway Commission of New Jersey, and a Consulting Engineer, to be employed to work out the best solution of the problems presented by this proposed ferry. Commissioner Kidde moved that this report be accepted by the State Highway Commission, giving authority to the Commissioners already appointed by the State Highway Commission to serve on this Committee and that authorization be given by the State Highway Commission to employ a Marine Engineer on the basis of one-half his salary to be paid by the State of New Jersey and one-half by the State of Delaware, the cost to the State of New Jersey not to exceed the sum of $1,000.00. This was seconded by Mr. Stewart and adopted.

Advisory Board Projects

Commissioner Kidde inquired of the Secretary whether any opinion had yet been received from the Attorney General on the matter of Advisory Board projects, and he was advised in the negative. He then suggested that the Secretary and the State Highway Engineer arrange to see the Attorney General at the earliest possible date, in order to have a clear report ready for the next meeting of the Commission. The Secretary informed the Commission that in line with the expressed purpose of the Commission on the matter of the Advisory Board routes, he would like to have a suggestion as to the day of the week on which these hearings, when arranged, might fall. Thursday was the day generally approved for this purpose, and the Secretary declared the arrangements would be made at the direction of the Commission, on this day of the week.

Invitation-Sussex County

The Secretary presented a communication from the Sussex County Board of Freeholders, inviting the State Highway Commission to come to Sussex County and meet with the Board of Freeholder at Newton. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed the Secretary to notify the Board of Freeholders of Sussex County that it cannot fix a date at the present time, but will notify them later if arrangements can be made to go to Sussex County.

"American Highways" Magazine

The Secretary presented a communication from the American Association of State Highway Officials, advising of the purpose of the Association to continue the publication of the "American Highways" is postage in the amount of three cents per copy would be supplied. The number of magazines to be allotted to New Jersey is thirty copies. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the Secretary forward sufficient postage to cover the thirty copies of the "American Highways" magazine to be sent to New Jersey.

Route 3, General-Camden County

The Secretary presented a communication from J. J. Albertson, County Engineer of Camden County, requesting information as to whether the Commission would take up the matter of reimbursement to Camden County for detours maintained by Camden County during the construction of Route 3, Sections 8, 9, and 10, on the White Horse Pike. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the County of Camden be advised that due to the fact that these detours were not made official detours by the State, there are no funds available for that purpose.

Invitation-
National Association of Railroad
& Utility Commissioners

The Secretary presented a communication from the National Association of Railroad & Utility Commissioners, extending an invitation to the Commission to attend a conference at Chicago on

April 30th and May 1st, on the matter of grade crossing danger elimination. Commissioner Kidde suggested that Judge Osborne, President of the Board of Public Utility Commissioners, may attend this Convention, and in that event he may be able to furnish the State Highway Commission with any interesting material taken therefrom, and he moved that a communication be forwarded to Judge Osborne, asking that in the event he goes to the Convention at Chicago, that he represent the State Highway Commission as well. This was seconded by Mr. Jelin and adopted.

Route 5, Madison-Chatham

The Secretary presented a communication from the Borough of Madison with reference to the paving of the portion of trolley track area of Route 5 in that Borough. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Ocean Boulevard-Ocean Grove

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, New Jersey, requesting a conference with the Commission on the matter of the continuation of the Ocean Boulevard through Ocean Grove, as part of the State Highway Ocean Boulevard. In connection with this matter the Secretary presented a communication received by General Scott from the Asbury Park Press, requesting a statement from the Chairman as to his views on the subject of opening up the Shore Boulevard through Ocean Grove. After discussion of the matter, Commissioner Stewart moved that the following communication be forwarded by Chairman Scott to the Asbury Park Press with a copy to the Board of Commissioners of Bradley Beach:

"Gentlemen:-

We beg leave to acknowledge receipt of your favor of the 31st ult., in reference to the taking over of the Shore Boulevard as a State Highway, and thank you for your courtesy in the matter.

At the present time the State Highway Commission is without the power to do any of the things referred to in your communication, and, therefore, it would be unnecessary for this Commission to express any opinion in the matter."

This was seconded by Mr. Jelin and adopted.

Right of Way-Route 4

The Secretary requested the Commission to fix a date for the hearing to be held at Toms River on the matter of alignment of State Highway Route 4 at that point. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the hearing be held on Friday, April 11th at 2:30 P.M.

Invitation-Connecticut

The Secretary presented an invitation received by Chairman Scott from the State of Connecticut, inviting the State Highway Commission to attend a convention of Motor Vehicle Traffic to be held at Yale University on April 9, 10, and 11. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission delegated Commissioner Stewart to represent the Commission, if possible for him to do so.

Route 16, Section 6

Commissioner Stewart moved that the matter as presented by Charles I. Kavanagh at the morning meeting, and which was reviewed by the Commission in conference during the luncheon hour, be referred to the State Highway Engineer with power to make final adjustment. This was seconded by Mr. Jelin and adopted.

Morgan Grade Crossing Elimination

The Secretary presented an editorial which appeared in the Perth Amboy Evening News of March 2[illegible]th, complaining of the delay on the undertaking of work on the Morgan Grade Crossing Elimination, together with a communication of reply to the Perth Amboy Evening News by Commissioner Jelin, explaining that the actual undertaking of the work could not be started until an opinion had been received from the Attorney General's Department and a contract was let by the Pennsylvania Railroad. On motion by Mr. Kidde, seconded by Mr. Stewart, the reply of Commissioner Jelin was ratified, confirmed and approved, and publicity was directed to the effect that the Morgan Crossing would be begun about May 1st.

Extension of Time-Route 5, Sec. 9

The Secretary presented a communication received from the Globe Indemnity Company, requesting favorable consideration by the State Highway Commission for extension of time on the contract of

Frank J. Groman & Sons on Route 5, Section 9, which was abandoned by the contractor on account of his death, and completed by the Globe Indemnity Company, as surety. The Bonding Company requested that the Commission approve an extension of time of 60 additional days, in view of the fact that the work was diligently prosecuted by the bonding company and any delays were occasioned entirely by the organization necessary. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an additional extension of time of 60 days on Route 5, Section 9, as requested by the Globe Indemnity Company, due to the fact that the Globe Indemnity Company as surety has completed this work as expeditiously as possible after the death of Frank J. Groman, proprietor of the original contract.

Shirt Sleeve Road Show, American Road Builders' Association

The Secretary informed the Commission that solicitation had been made for the State Highway Commission to invite the "Shirt Sleeve Road Show" of the American Road Builders' Association, to the State of New Jersey for the year 1925. The exhibit is being held this year in North Carolina. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized that an invitation be forwarded to the American Road Builders' Association Executive Committee, inviting it to give favorable consideration to locating the scene of the open air road equipment exhibit, known as the "Shirt Sleeve Road Show" in the State of New Jersey. In connection with the above, the Secretary informed the Commission that there would be no expense occasioned by such a show on the part of the State Highway Commission.

Right of Way-Route 16, Section 7.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase, with thanks, of Parcel #1 on Route 16, Section 7, Bayard Lane, Princeton, from Albert S. Leigh for the consideration of $1.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 12, Section 7.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of Parcel #21 on Route 12, Section 7, from J. A. & Emma J. Johnson, for the consideration of $716.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 5, Section 11.

State Highway Engineer Sloan recommended approval by the Commission to the purchase agreements for Parcels #10 and #10A, on Route 5, Section 11, from Gertrude E. Alliger, for the consideration of $4,500.00, this item including the destruction of fifty twelve-year old apple trees which were valued between $50.00 and $75.00 each. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that further information be obtained concerning the trees on this property, and for this purpose Dr. J. G. Lipman, Superintendent of the State Agricultural Farms at New Brunswick, be asked to send the proper individual.

Right of Way-Route 9, Section 11

State Highway Engineer Sloan recommended approval of the purchase of Parcel #1 on the Estate of Adam Dealaman on Route 9, Section 11, Lincoln Avenue, Plainfield City Line for the consideration of $2,400.00, this including the removal of house. On motion by Mr. Kidde, seconded by Mr. Jolin, the matter was ordered referred to Commissioner Stewart for investigation and report.

Right of Way-Route 4, Section 20.

On recommendation of the State Highway Engineer, Commissioner Jolin moved the approval of change in the description of Parcel #4 condemnation resolution as adopted by the State Highway Commission on August 2[illegible], 1926, for the condemnation of land required on the [illegible]-Parker property on Route 4, Section 20, Manasquan River Bridge, a portion to be modified as per revised map and following description in order to reduce the length of retaining wall. This was seconded by Mr. Jolin and adopted.

Parcel #2

BEGINNING at the point of intersection of the southerly line of Stockton Lake Drive and the westerly line of Hobert Street, and running thence (1) along said westerly line of Hobert street, south twenty-eight degrees, fifty-one minutes east, two hundred and sixty-six feet and seventy-nine one hundredths of a foot (266.79') to a point in the northwesterly line of Taylor Avenue; thence (2) along said northwesterly line of Taylor Avenue, South forty-eight degrees and thirty seconds West, twenty-two feet and eighty-five one hundredths of a foot (22.85') to a point in the division line between the Pearse and Parker tract and lands now or formerly of A. J. Armstrong; thence (3) along said division line, North thirty-one degrees, fifty-two minutes and forty-five seconds West, five feet and three one hundredths of a foot (5.03') to a point distant twenty-six feet (26'), measured radially from the center line of State Highway Route 4; thence (4) in a northwesterly direction, on a curve to the left, being the arc of a circle concentric with the curve of the center line of said State Highway and having a radius of five and forty-seven feet and sixty-nine one hundredths of a foot (547.69'), one hundred and nine feet and four-tenths of a foot (109.4') to a point of tangency; thence (5) North twenty-eight degrees and fifty-one minutes East, forty-eight feet and five one hundredths of a foot (48.05') to a point of curve; thence (6) in a northerly direction, on a curve to the left, being the arc of a circle concentric with a curve of the center line of said State Highway and having a radius of nine hundred ~~feet~~ and twenty-nine feet and thirty-seven one hundredths of a foot (929.37'), one hundred and thirty-three feet and twenty-two one hundredths of a foot (113.22') to a point in the aforesaid southerly line of Stockton Lake Drive distant twenty-six feet (26') measured radially, from the center line of said State Highway; thence (7) along said southerly line of Stockton Lake Drive South forty-two degrees, twenty-four minutes and thirty seconds East, eleven feet and twelve one hundredths of a foot (11.12') to a point or place of beginning; containing twenty-four one thousandths (0.024) of an Acre, more or less; as laid down on a certain map entitled "New Jersey State Highway Department, Section of Route #4, Property to be acquired from the Pearse & Parker Estate, in the Borough of Manasquan, Monmouth County, December 1922."

Parcel #3

BEGINNING at the point of intersection of the southeasterly line of Parker Avenue and the southerly line of Stockton Lake Drive, and running thence (1) along said southerly line of Stockton Lake Drive, South forty-two degrees, twenty-four minutes and thirty seconds East, fifty feet and sixty-three one hundredths of a foot (50.63') to a point of curve; thence (2) in a northwesterly direction, on a curve to the left, being the arc of a circle with a radius of fifty feet (50'), seventy-nine feet and seventeen one hundredths of a foot (79.17') to a point of tangency in the southeasterly line of Parker Avenue; thence (3) along said southeasterly line of Parker Avenue, North forty-six degrees, fifty-two minutes and thirty seconds East, fifty feet and sixty-three one hundredths of a foot (50.63') to the point or place of BEGINNING; containing thirteen one thousandths (0.013) of an Acre, more or less, as laid down on the map hereinabove referred to.

Parcel #4

BEGINNING at the point of intersection of the northeasterly line of Stockton Lake Drive and the westerly right of way line of the New York and Long Branch Railroad and running thence (1) along said northeasterly line of Stockton Lake Drive, North forty-two degrees, twenty-four minutes and thirty seconds West, one hundred and sixty-eight feet and sixty-one one hundredths of a foot (168.61') to a point; thence (2) North, sixty-six degrees, seventeen minutes and forty-three seconds East, sixty-five feet and thirty-seven one hundredths of a foot (65.37') to a point distant fifty feet (50') from the center line of State Highway Route #4, measured along a radius drawn through a point of tangency at Station 92 plus 26.87; thence (3) North, five degrees, seven minutes and fifty-five seconds East, two hundred and eighty-nine feet and ninety-four one hundredths of a foot (289.94') to a stone monument in the southerly right of way line of the Pennsylvania Railroad at the jog in said right of way from sixty feet (60') to fifty feet (50'); thence (4) along said right of way line, in a northeasterly direction, on a curve to the left, being the arc of a circle with a radius of fourteen hundred and sixty-two feet and sixty-nine one hundredths of a foot (1462.69'), two hundred and ten feet and forty-four one hundredths of a foot (210.44') to a point distant fifty feet (50'), measured southwestwardly along said right of way line, from its intersection with a radius drawn through a stone railroad monument on the northwesterly right of way line; thence (5) south, sixteen degrees, twenty minutes and forty-five seconds West, five hundred and sixty feet and seventy-four one hundredths of a foot (560.74') to a point or place of BEGINNING; containing one Acre and two hundred and ninety-nine one thousandths of an Acre (1.299), more or less, as laid down on the map hereinabove referred to.

Route 10, Section 1-A

State Highway Engineer Sloan reported approval of plans and specifications and the placing of advertisement on Route 10, Section 1-A, Arcadian Way-Fort Lee Ferry section, and recommended ratification of this action. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ratified, confirmed and approved the action of the State Highway Engineer on Route 10, Section 1-A, Arcadian Way - Fort Lee Ferry.

Route 12, Section 6

State Highway Engineer Sloan recommended approval of plans and specifications and the placing of advertisement on Route 12, Section 6, Port Colden-Stephensburg Section. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified, confirmed and approved the recommendation of the State Highway Engineer.

Route 12, Section 7

State Highway Engineer Sloan recommended approval of plans and specifications and the placing of advertisement on Route 12, Section 7, Stephensburg-Hackettstown section. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously ratified, confirmed and approved the action of the State Highway Engineer.

Route 7, Detour.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of the following official detour for Route 7, Sections 2 and 3, Golf Course-Colts Neck Road:

> "Beginning on Route 7 at its intersection with the Farmingdale-Colts Neck Road and runs thence (1) in a southerly direction along the Farmingdale-Colts Neck Road to Farmingdale; thence (2) in a general easterly

> direction along the Farmingdale-Glendola Road; thence (3) northeasterly through Remsen Mills and Hamilton Mills to Route 7."

This was seconded by Mr. Jelin and adopted.

Route 10, Official Detour

On recommendation of the State Highway Engineer, Commissioner Stewart moved the adoption of the following official detour for Route 10, Section 2-A, Broad Avenue-Ridgefield. This was seconded by Mr. Jelin and adopted.

> "Beginning at the intersection of Broad Avenue and Elm Avenue in the Borough of Ridgefield and runs thence (1) northwesterly along Elm Avenue to Grand Avenue; thence (2) southwesterly on Grand Avenue to Route 10 at Broad Avenue."

Route 9-Official Detour

State Highway Engineer Sloan recommended adoption of official detour for Route 9, Sections 12 and 15, Plainfield-Westfield and Westfield-Lehigh Valley Railroad sections. Commissioner Stewart requested that this matter be laid over until an investigation was made by him of the same. This was seconded by Mr. Jelin and adopted.

Route 4, Beaver Dam Bridge

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance of the completed work on the Beaver Dam Bridge at M.P. 65.3 on Route 4 and directed that final payment on same be made. This was seconded by Mr. Jelin and adopted.

Equipment-Automobiles

State Highway Engineer Sloan presented to the Commission the recommendation of the Superintendent of Plant and Equipment for the purchase of ten new Ford touring cars to be used by additional Survey Parties, at a price of $428.15 each, same to be purchased by the State Purchasing Department. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of ten new Ford touring cars, orders for the same to be placed by the State Purchasing Agent.

State Highway Road Signs

State Highway Engineer Sloan presented to the Commission the matter of road signs to be placed on the State Highway construction, together with estimates as furnished by the Maintenance Division, showing that it will cost approximately $60.00 to dismantle and re-erect these signs on additional jobs. Commissioner Jelin suggested that a smaller sign than that indicated be made, which could be transported easily by small trucks to the various jobs of the State. Chairman Scott suggested that the size of this sign might be 5' X 10' and capable of easy erection and dismantling. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the matter of signs be referred to the State Highway Engineer with directions that estimates be obtained for signs of a size not to exceed 5' X 10' and that the same be again presented to the Commission for consideration.

Employments —

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following list of employments as made by the State Highway Engineer since the last meeting of the Commissipn:

April 1, 1924	Michael H. Boss	Rodman	$90.00 mo.
" 1, "	J. E. L. Knox	"	90.00 "
March 19, "	Andrew J. Aber	Mot. Tr. Dr.	.40 hr.

This was seconded by Mr. Stewart and adopted.

Township Aid Force Account-Camden Co.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following Township Aid Force Account agreements in Camden County:

Haddonfield-Kresson Road, Voorhees Township, Camden County.
Burnt Mill Road, Voorhees Township, Camden County.
Erial Road, Section 2, Gloucester Township, Camden County.

This was seconded by Mr. Jelin and adopted.

Township Aid Force Account-Cumberland County

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following Township Aid Force Account Agreements in Cumberland County:

Heislerville Road, Maurice River Township, Cumberland Co.
Cumberland & Port Elizabeth Road, Maurice River Twp., Cumberland Co.
Eldora-Belle Blain Road, Maurice River Twp., Cumberland Co.

This was seconded by Mr. Stewart and adopted.

Sussex County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Force Account supplemental agreement on the Newton-Swartswood Road, Hampton Township, Sussex County, Township Aid. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned at 6:30 P.M., to meet in regular session again on Tuesday, April 8th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING- April 8, 1924

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, April 8th. The meeting was called to order at 11:00 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting on March 18th, and he moved that the same be approved with a correction on Page 7, last paragraph, by inserting the words "invited to be" in the third line. This was seconded by Mr. Jelin and adopted.

Burlington County-Motor Vehicle Aid

The Secretary informed the Commission that a delegation was present from the County of Burlington with further reference to the matter of State Aid allotments granted at the last meeting. On motion, duly seconded, a hearing was granted. There appeared Mr. Charles Stout, Director of the Board of Freeholders, Mr. MacFarland, Supervisor of Roads, and other Freeholders of the County. Mr. Stout, as spokesman, informed the Commission that Burlington County was very much gratified to learn of the allotment of aid in the amount of $36,000.00 on the Kings Highway, but it was at a loss to determine how to proceed with the improvement of the Brown's Mills-Lakehurst Road with the amount of $21,000.00 as approved by the Commission. Mr. Stout stated that it was the purpose of the County to reshape this section and reconstruct it with gravel or cinders and place thereon an oil treatment. He suggested to the Commission that the County be permitted to apply toward this work an amount of $20,000.00 which the County was owing the State on account of the completed work on the Four Mile Colony Road in Burlington County. Commissioner Kidde informed the delegation that the State Highway Commission had treated Burlington County very well in the apportionments as made, in view of the requirements in the other counties of the State, but he called attention to the fact that when the Commission to make their first request, they asked a total sum of $62,500.00, which was only $6,500.00 in excess of the amount then granted by the State. Director Stout informed the Commission that if the State Highway Commission would grant a total sum of $62,500.00, the County of Burlington would proceed with the construction of the Kings Highway and the reconstruction of the Brown's Mills-Lakehurst Road in Burlington County. Commissioner Kidde, therefore, moved that the Commission reconsider the allotments made to Burlington County at the last meeting, and at this time there be allotted for the purpose of providing the State's share of the Kings Highway reconstruction in Burlington County, and for the reconstruction with cinders or gravel of the Brown's Mills-Lakehurst Road in Burlington County, and the application of surface treatment thereon, the total sum of $42,500 in cash from the Motor Vehicle Reserve Account and State Aid funds, it being also determined by the Commission to cancel the charge against the County of Burlington in the amount of $20,000.00 as due on account of the county's share on the improvement of the Four Mile Colony Road in Burlington County, providing a resolution is received from the County of Burlington to the effect that the Brown's Mills-Lakehurst Road will be taken over by the County and maintained hereafter. This was seconded by Mr. Jelin and adopted.

Institutional Roads-
Nichol ave., New Brunswick.

The Secretary presented a communication received by Chairman Scott from Mrs. Mabel S. Douglass, Dean of the New Jersey State College for Women, requesting aid on the extension of Nichol Avenue, the approach to the State Institution, in view of the fact that the College is completing a second "horseshoe" of houses during the coming summer. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and Mrs. Douglass be advised that the application will receive consideration by the Commission. It was generally understood, however, that until the building projects they have in mind are further along, the State should not be called upon to expend money in anticipation of what is going to be done, and the State

Highway Commission is not disposed to expend its money until the need for the road is more apparent.

Attorney General's Opinion,
Riparian Grants

The Secretary presented an opinion received from the Attorney General of the State on the matter of the obtaining of riparian grants for lands under water, in which he states that the Board of Commerce & Navigation has authority to convey lands necessary for the construction of bridges without payment of rent or other charge. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication from the Attorney General was ordered received and placed on file with directions that proper information concerning this opinion be transmitted to the Board of Commerce & Navigation for its information.

Application-William Vanderbilt

The Secretary presented a communication addressed to Commissioner Jelin, from Mayor F. W. Donnelly of Trenton, requesting that the State Highway Commission find some kind of work for Mr. William Vanderbilt, former employee of the Department, who suffered an accident and could not continue his employment. Commissioner Jelin stated that he had asked the Secretary to read this letter before the Commission in order that the case might be given consideration. Commissioner Kidde stated that he felt the Department should not be burdened with the services of men who are physically incapable of performing required duties, although he felt that some means of employment should be open to Mr. Vanderbilt. Mr. Jelin stated that he might find it possible to secure a position for Mr. Vanderbilt with a contractor, and suggested to the Secretary that Mayor Donnelly be requested to have Mr. Vanderbilt appear at the offices in Trenton on Monday next in order that he might determine what the possibilities were for giving him employment.

Advisory Board-Victory Bridge

The Secretary presented communications from Mr. Joseph VanVleck and Mr. James Otis Post, accepting the invitation to serve as members of the Advisory Board for the Victory Bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communications be acknowledged and that they be advised to hold themselves in readiness for a meeting of the Advisory Board to be called by Chairman Scott in the near future.

Exhibit-
N. J. State Hotelmens' Association

The Secretary presented a communication from the New Jersey State Hotelmens' Association, inviting the State Highway Commission to exhibit at the Annual Spring Hotelmens' Exposition Exposition, to be held in Atlantic City the week of May 5th, and offering an exhibit space free of cost to the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the offer of exhibiting at the Hotelmens' Exposition and authorized the Secretary to accept the invitation on behalf of the Commission.

MAPS

In connection with the foregoing, Commissioner Kidde requested information on the progress being made with the completion of the new State Highway Map. He was informed that it was unlikely that this map would be ready in time for May 5th. Commissioner Kidde suggested that in the literature to be on the back of this map there be included a history on the proposed Advisory Board projects at Jersey City, Camden and Keyport.

Route 15-General

The Secretary presented a communication from the Cape May County Chamber of Commerce, suggesting a change in State Highway Route 15. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the communication be received and the Chamber of Commerce of Cape May County be advised that the Commission has taken no action relative to any change in the alignment of Route 15, and at any rate, the new line suggested would have additional grade crossings which would serve to complicate rather than clarify the alignment on this route.

Materials-Maintenance

The Secretary presented a communication from Mr. M. A. Terry, who had appeared at a former meeting of the Commission, in which communication Mr. Terry explained the merits of "Waxoil" as a preparation for gravel road binder. Commissioner Kidde moved that the communication be filed and that no further action be taken in view of the lack of knowledge of cost of application and the value of the material. This was seconded by Mr. Jelin and adopted.

Proposed New Routes

The Secretary presented a communication from Mr. J. A. Stowe, President of the Sterling Trolley Base Company, giving in detail his opinion in favor of an elevated trestle to connect the Town of Kearney with other direct routes over the railroad tracks on the meadows of Jersey City. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and filed with the thanks of the Commission for the study made of the situation.

The Schedule of Business was next taken up for consideration, item by item as follows:

Route 16, Section 7.

State Highway Engineer Sloan presented a report of the following bids for the improvement of Route 16, Section 7, Bayard Lane, Princeton, and recommended award of contract to the lowest bidder, Graham VanKeuren, amounting to $64,465.50.

Graham VanKeuren	$ 64,465.50
T. H. Riddle	68,863.50
Ross & Whelan	69,064.48
Utility Construction Co.	69,354.20

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 16, Section 7, Bayard Lane, Princeton, to Graham VanKeuren of Jersey City, at his, the lowest bid submitted, amounting to $64,465.50, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 10, Section 2-A.

State Highway Engineer Sloan presented the following bids received for the improvement of Route 10, Section 2-A, Broad Ave., Ridgefield and recommended award of contract to E. C. Humphrey, the lowest bidder, in the sum of $25,314.40.

E. C. Humphrey & Co.	$ 25,314.40
J. J. McGarry	26,200.00
Ciril C. Job & Son	27,420.45
Graham VanKeuren	27,480.15
R. A. Hamilton	28,696.40

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 10, Section 2-A, Broad Avenue, Ridgefield, to E. C. Humphrey & Company, at their's the lowest bid submitted, amounting to $25,314.40, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 14, Section 9.

State Highway Engineer Sloan reported to the Commission the final completion of Route 14, Section 9, Oceanview-Seaville, which was finally completed on February 28th, 1924. Commissioner Jelin informed the Commission that he had inspected this road and he moved that the same be accepted by the Commission. This was seconded by Mr. Kidde and adopted.

Route 6, Section 12-A.

State Highway Engineer Sloan recommended to the Commission the acceptance of the completed work on Route 6, Section 12-A, Shiloh Road and Broad Street, Bridgeton, as of October 2, 1923, the date of its final completion,and he recommended its acceptance and that extension of time be granted to the completion of the work, due to the fact that the contract was held up by trolley work in the City of Bridgeton. Commissioner Jelin reported having inspected this road and moved that the same be accepted by the Commission, said acceptance to carry an extension of time to the final completion of the work. This was seconded by Mr. Kidde and adopted.

Route 6, Section 10.

State Highway Engineer Sloan reported to the Commission that he had approved plans and specifications and the placing of advertisement for Route 6, Section 10, Marlboro-Quinton section. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ratified, confirmed and approved the action of the State Highway Engineer in his approval of plans and specifications and advertisement of Route 6, Section 10, Marlboro-Quinton.

Route 7, Section 3.

State Highway Engineer Sloan reported the approval of plans and specifications and the placing of advertisement on Route 7, Section 3, Anderson's Corner to Colts Neck, and recommended ratification by the Commission. On motion by Mr. Kidde, seconded by

Mr. Jelin, the State Highway Engineer in approving plans and specifications and placing of advertisement for Route 7, Section 3, Anderson's Corner-Colts Neck Road.

Manasquan River Bridge, Route 4

State Highway Engineer Sloan reported approval of plans and specifications and the placing of advertisement on the Manasquan River Bridge in Monmouth and Ocean Counties, and recommended ratification of the same by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously ratified, confirmed and approved the recommendation of the State Highway Engineer for Manasquan River Bridge to be constructed with double leaf bascule span.

Route 9, Section 12

State Highway Engineer Sloan presented an agreement to the Commission as approved by the Town of Westfield, whereby the Town of Westfield will reimburse the State Highway Commission for 403 square yards of reinforced concrete and 85 lineal feet of concrete curbing, this work representing 50% of the street intersections in the road contract on Route 9, Section 12, Plainfield-Westfield section, and he recommended approval of the same by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed the approval of the agreement with the Town of Westfield on Route 9, Section 12, Plainfield-Westfield section, as recommended by the State Highway Engineer.

Route 16, Section 7, Princeton

State Highway Engineer Sloan recommended to the Commission the acceptance of an agreement whereby the Borough of Princeton will pay for work representing all the curbing and that portion of the concrete outside of the 22' width on Route 16, Section 7. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of agreement with the Borough of princeton, as recommended by the State Highway Engineer.

Federal Aid-
Route 16, Princeton-Somerville

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Federal Aid project statement for

Route 16, Princeton-Somerville section. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 12, Section 6

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of agreements on Route 12 property, as follows:

Parcel #2,	Section 6,	Wm. C. Rupell & Wife	-consideration	$ 50.00
" #17	" 7,	Wm. H. Hazen & Wife	- "	257.40
" #20	" 7,	Lars Swenson,	- "	300.00

This was seconded by Mr. Kidde and adopted.

Right of Way-Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase agreements for Parcels #6 and #6-C, on Route 5, Section 11, Delaware-Belvidere section, from Dr. William J. Burd, for the consideration of $255.00. This was seconded by Mr. Kidde and adopted.

On recommendation of the State Highway Engineer, Commissioner Jelin moved that Parcel #6-A on Route 5, Section 11, be also purchased from Dr. Burd at the total sum of $1,229.00, it being understood that Dr. Burd will build his own fences and that his acceptance of this amount will stop condemnation proceedings now in progress. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 12, Section 6

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following purchase agreements on Route 12, Section 6:

Parcels # 5 and 6, John Vannatta, consideration $200.00 plus the cost of moving building, should the same be desired by the Commission in the future.
Parcel #7, Stewart Fritts & Wife, consideration $200.00.
Parcel #8, Stewart Sharp Estate, " $450.00.
Parcel #11, Geo. & Elizabeth Weidner, " $ 50.00 plus the cost of moving building, should the Commission so desire it in the future.

This was seconded by Mr. Kidde and adopted.

Detour-Route 6, Section 7.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following official detour for Route 16, Section 7, Bayard Lane, Princeton:

> "Beginning at the intersection of Route 13 and Route 16 (Bayard Lane and Nassau Street) in the Borough of Princeton and runs thence (1) easterly by Route 13 (Nassau Street) to Witherspoon Street; thence (2) northerly on Witherspoon

Street to Route 16 at Bolmer's Corner Road." This was seconded by Mr. Jelin and adopted.

Right of Way-Route 5, Section 8A

State Highway Engineer Sloan reported to the Commission that in the acquisition of the Merril property on Route 5, Section 8A, Great Meadows Grade Crossing Elimination, the action of the Commission formerly taken was to the effect that Mr. Merrill proceed with the moving of his own house and that the State pay the sum of $1,500.00. It has developed since, however, that the contract for the work at this point includes the moving of the house and Mr. Merrill is, therefore, satisfied to take the sum of $1,000.00 for his land, the house to be moved by the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the payment of $1,000.00 to Mr. Merrill, for his property on Route 5, Section 8-A, Great Meadows Grade Crossing and condemnation proceedings now under way should now be withdrawn.

Perth Amboy Bridge-Federal Aid

State Highway Engineer Sloan presented to the Commission a proposed letter to be forwarded to the Federal Government on the matter of Federal Aid on the Perth Amboy Bridge. On motion, duly seconded, this matter was held until the next meeting of the Commission.

Cape May-Lewes Ferry

State Highway Engineer Sloan presented a communication received from C. D. Buck, Chief Engineer of the State Highway Department of Delaware, in which he advised that following the meeting held in Philadelphia with the State Highway Commission, he had conferred with the State Attorney of Delaware and he had been advised that the Delaware law bearing on the ferry is not properly drawn; therefore the State of Delaware cannot further consider this project until proper legislation is passed by the General Assembly which does not convene until January 2nd, 1925. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and acknowledged, and the Secretary was directed to inform Mr. Buck that it may be possible for the Committee to meet during the coming summer at Cape May and discuss any action in furtherance of the project.

Advisory Board-Vehicular Tunnel

The Secretary presented a communication received from the Jersey City Chamber of Commerce, extending an invitation to the Commission for a conference with the Board of Directors of that body with reference to the Tunnel Approach Route as presented by the Jersey City Advisory Board. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the Commission will be glad to notify the Jersey City Chamber of Commerce when arrangements are being made for the Commissioners to accept their invitation. This will, however, be a few weeks later than the date in their letter.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned for luncheon at 1:30 P.M. to meet in regular session again at 3:00 P.M. The Commission reconvened again at 3:00 P.M. as agreed, with the same members present as at the morning session.

Equipment-War Surplus Materials

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Plant & Equipment concerning his activities at Washington in connection with the proposed legislation for the distribution of War Surplus Material. He explained that this report was presented in order that the Commission might become acquainted with the progress being made. On motion by Mr. Kidde, seconded by Mr. Stewart, the report was ordered received and placed on file.

Federal Aid Funds-General

State Highway Engineer Sloan presented to the Commission a statement showing 1923 Federal Aid funds reserved for county use, and against which the counties have not yet submitted plans and specifications. In connection with this matter the State Highway Engineer presented a list of State Highway projects for which plans are ready to be submitted to the Federal Government for Federal Aid, but which cannot proceed under Federal Aid until funds are provided by Congress for the years 1924 and 1925. He recommended to the Commission that in view of the fact that the counties have not yet submitted their plans and specifications that the Government give approval to five State Highway projects now ready for the Federal Aid, funds to come from the 1923 account, and the amount reserved for the counties to be taken from the 1924 and 1925 Federal Aid funds when apportioned and after plans and specifications are submitted from the counties. In this case the counties will lose $1,250.00 per mile, due to deductions in the Federal Aid per mile in the new allotments. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the recommendation of the State Highway Engineer on the matter of Federal Aid for 1923, be approved and that the counties which have failed to take up their Federal Aid up to this time, be informed of this fact, and that the State Highway Commission does not desire these funds to remain dormant and is making use thereof, providing at the same time for the advancement of the county projects to the Federal Aid for the years 1924 and 1925. This was seconded by Mr. Stewart and adopted.

Road to State Institution-Jamesburg.

State Highway Engineer Sloan presented a report from the Superintendent of Maintenance, advising that the estimate of cost for the reconstruction of the approach to the New Jersey State Home for Boys at Jamesburg, would be in the sum of $11,897.15. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Maintenance Department be authorized to reconstruct the approach to the New Jersey State Home for Boys at Jamesburg, in accordance with the estimate submitted, funds to be derived from General Maintenance funds of the Department.

Route 14-Egg Harbor

State Highway Engineer Sloan presented to the Commission a communication and resolution from the Common Council of Egg Harbor on the matter of new alignment for the State Highway between Mays Landing and Egg Harbor. State Highway Engineer Sloan informed the Commission that the plans as prepared for this section do not contemplate any construction at the point covered in the resolution. On motion by Mr. Stewart, seconded by Mr. Kidde, the resolution was ordered received and placed on file.

Essex County Road Repairs

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of specifications for the furnishing and applying of surface dressing materials and broken stone for repair on various roads in the County of Essex in accordance with the Motor Vehicle Schedule. This was seconded by Mr. Kidde and adopted.

Sussex County Road Repairs

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for maintenance materials for Sussex County to be used during 1924. This was seconded by Mr. Stewart and adopted.

Passaic County Road Repairs

State Highway Engineer Sloan presented for the approval of the Commission, with his recommendation, the award of contract for maintenance materials such as broken stone, slag and bitumen in Passaic County for 1924. He advised the Commission that Passaic County had exercised the privilege of making award to the bidder who submitted the lowest price on the largest amount of materials required on any road section. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission ordered the approval of contract as awarded by Passaic County for maintenance materials for 1924. Commissioner Kidde inquired whether any action had been taken toward investigating the conditions of the base as laid on Main Street, Clifton, in Passaic County, and suggested that this be done.

Employments

On recommendation of the State Highway Engineer, Commissioner Kidde moved the ratification of the following employments as made by the State Highway Engineer, since the last meeting of the Commission:

4-1-24	C. J. O'Brien	Rodman	$ 90.00 mo.
4-1-24	Jas. A. Darling,	"	90.00
4-1-24	Paul Kauffman,	"	90.00
4-1-24	Herbert Hartman,	Jr. Engineer	125.00
4-1-24	Carl Shurts,	Hr. Hwy.Insp.	125.00
4-1-24	Owen Malone,	Rollerman	150.00
4-1-24	Chas.O.Robbins,	Lab.Helper	90.00
4-7-24	Edw.J.Ricer,	Rodman	90.00
4-7-24	Thos.P.Pierce,	"	90.00
4-7-24	Wm.Ostenhout,	"	90.00
4-15-24	Henry Vandenberge,	Br. Foreman	155.00
3-28-24	Andrew Maroschek,	Br. Draftsman	175.00
4-2-24	Leo McCue,	Mechanic	.60 hr.
4-1-24	Jas. J. Lawlow,	"	.60
4-2-24	A. Frank,	"	.50
4-2-24	C. R. Moore,	"	.50
4-2-24	Frank G. Becker,	Gar. Asst.	.45
		" "	.50

This was seconded by Mr. Jelin and adopted.

Belmont Ave., Haledon
Passaic County, State Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Belmont Avenue, Haledon, Passaic County, State Aid work, subject to a deduction of $71.31 on account of deficient material. This was seconded by Mr. Stewart and adopted.

Essex County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the award of contract for the construction of a storm water drain system on Harrison Avenue, Roseland in Essex County to Joseph R. Fusco for the sum of $6,018.20. This was seconded by Mr. Stewart and adopted.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the award of contract for a storm water drain system on Central Avenue, West Caldwell in Essex County, to Peter Scola, for the sum of $7239.00. This was seconded by Mr. Kidde and adopted.

Mercer County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance and final payment on Hobson Avenue Drain in Hamilton Township, Mercer County, Township Aid, said acceptance carrying with it an extension of time from September 26th to November 24th. This was seconded by Mr. Kidde and adopted.

Essex County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of specifications for a storm water drain system on Stuyvesant Avenue, Irvington, Essex County. This was seconded by Mr. Stewart and adopted.

Essex County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of plans and specifications for the widening of pavement on Sanford Avenue, Irvington in Essex County, work to be done with asphaltic concrete. This was seconded by Mr. Stewart and adopted.

Morris County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval for contract for the Dover-Mt. Freedom Road, Section 1, Randolph Township, Morris County, Township Aid. This was seconded by Mr. Stewart and adopted.

Morris County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for Main and Central Avenues, Passaic Township, Morris County, Township Aid. This was seconded by Mr. Kidde and adopted.

Somerset County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for Neshanic-Clover Hill Road with spur to Montgomery, Hillsborough Township, Somerset County, Township Aid. This was seconded by Mr. Stewart and adopted.

Mercer County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of Motor Vehicle Aid maintenance and betterment schedules and agreements for 1924 for Mercer County. This was seconded by Mr. Kidde and adopted.

Ocean County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Township Aid Force Account agreements for Laurelton-Allen Osborne Bridge Road, Brick Township, Ocean County, Township Aid. This was seconded by Mr. Stewart and adopted.

Cape May County Repairs

On recommendation of the State Highway Engineer, Commissioner

Kidde moved approval of contract between the County of Cape May and Brown & Mathis for painting fences and posts along Wildwood Boulevard and the North Wildwood Road. This was seconded by Mr. Stewart and adopted.

Route 5, Section 12.

On recommendation of the State Highway Engineer, Commissioner Kidde moved that a formal communication be addressed to the Morris Canal & Banking Company, asking whether it would be possible to immediately abandon and unwater the old Morris Canal between the inclined plane and Ledgewood and the plane at Landing in order that the State Highway Commission could, in conjunction with its contract for work between Netcong and the Canal Culvert on Route 5, arrange to cut through the canal embankments and continue the work on State Highway Route 5 so as to eliminate the dangerous and unsatisfactory condition in the existing culvert under the canal and endeavor to have that work completed at the same time the pavement is ready for traffic on Route 5 between Netcong and the Canal Culvert. This was seconded by Mr. Stewart and adopted.

Route 7, Hamilton

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be granted to the residents of Hamilton on Route 7 at the next meeting of the Commission, in order to determine the right of way for this section of road which is about to be advertised.

Detour-Route 9, Sections 12 & 15.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following revised detour for Route 9, Sections 12 and 15 on the Plainfield-Westfield and Westfield-Lehigh Valley Sections.

> "Beginning on Route 9 at Terrill Road, Fanwood; thence, northwesterly over Terrill Road to North Avenue; thence, easterly over North Avenue to the Plaza at Westfield; thence, southerly over the Plaza to South Avenue; thence, easterly over South Avenue to Ross Place, still easterly over Ross Place to Central Avenue; thence, southwesterly over Central Avenue to Lenox Corner; thence, southerly and easterly to Grand Street, Rahway; thence, easterly over Grand Street, Rahway to Route 1; thence, in a generally northeasterly direction along Route 1 through Wheatsheaf to Cherry Street, Elizabeth; thence, still along Route 1 over Cherry Stret to Westfield Avenue, Elizabeth, the extension of Route 9."

Also the following detour for west bound traffic:

> "Beginning on Route 9 in the Borough of Roselle at its intersection with Walnut Street (for trucks requiring high clearance) and Locust Street (for light taffic) and runs thence (1) by either of these two streets to First Avenue; thence (2) over First Avenue to Chestnut Street; thence (3) over Chestnut Street in a southerly direction to Route 1 at Wheatsheaf; thence (4) over Route 1 as described in the main detour above.

This was seconded by Mr. Jelin and adopted

Luppatcong Creek Bridge-Route 4

State Highway Engineer Sloan presented a report from the Construction Division on the unsatisfactory progress being made by the contractor on the construction of the bridge over Luppatcong Creek at M.P. 100.9 on Route 4, and he recommended to the Commission that the contractor be notified that all possible steps are to be taken to secure the completion of the Bridge on or before the adjusted time of completion, which is May 1st, and further that no request for extension of time will be given favorable consideration. On motion by Mr. Jelin, seconded by Mr. Stewart the State Highway Commission approved the recommendation of the State Highway Engineer and directed that a communication in accordance therewith be sent to the Bentley-Morrison Corp. for the construction of the bridge over the Luppatcong Creek at M.P. 100.9 on Route 4 at Keyport.

Passaic River Bridge-Route 1

Commissioner Kidde stated that he was in touch with the Superintendent of the work on the Passaic River Bridge and he had been informed that the granite work had been completed at a cost of about one-half the estimate. State Highway Engineer Sloan advised the Commission that the progress on the Passaic River Bridge was such that the bridge would swing for traffic on Friday, April 11th, and the entire work on the bridge would not exceed in cost the original estimate of $100,000.00.

Hearings-
Route 4-Toms River, & Routes 18 & 20

The Secretary reported that arrangements were made for the conducting of hearings on April 11th at Toms River on the matter of alignment of Route 4, and on April 12th at Atlantic City, preliminary to the taking over of Route 18 and 20, Westville-Millville and Pennsgrove-Atlantic City.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adjourned at 4:30 P.M., to meet in regular session again on Tuesday, April 15th, at 10:30 A.M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - April 15, 1924.

A regular meeting of the State Highway Commission was held at the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, April 15, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved.

Commissioner Kidde reported having carefully read the minutes of the meeting held April 1, and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Route #15, Millville.

State Highway Engineer Sloan brought before the Commission a communication from Mr. McAllister, Counsel for the Cumberland County Traction Company, together with a contract to be entered into between the State and the Cumberland County Traction Company for the necessary work in the track area through Millville. State Highway Engineer Sloan advises that while he was not in accord completely with the statements made by Mr. McAllister, yet it was very necessary that the work proceed at once, and he was present to recommend that the contract be approved with a proper letter to be forwarded to the Cumberland County Traction Company. After consideration Commissioner Stewart moved that the Chairman be authorized to execute the contract on behalf of the Commission and that the State Highway Engineer prepare a report for filing with the records, covering the position taken by him in this connection, and further that a communication be forwarded to the Cumberland County Traction Company advising that while the State Highway Commission does not agree with the Statement of facts presented in the communication of their Attorney, in the interest of harmony, the contract has been executed and a letter stating that the State Highway Commission agrees to pay for necessary excavation, be sent. This was seconded by Mr. Jelin and adopted.

Route #9, Section #12.

The State Highway Commission was informed by the Secretary that representatives of P. Camillo & Co. of Westfield, N. J., were present on the matter of the bids for Route #9, Section #12, Plainfield-Westfield Section. State Highway Engineer Sloan presented to the Commission the following report of bids received for this work and recommended that award of contract be made to P. Camillo & Co., the lowest bidders in the amount of $122,945.90.

P. Camillo & Co.	$122,945.90
Jos. F. Burke	127,943.76
Public Development & Cont. Co.	128,491.20
C. H. Winans Co.	129,809.05
Public Service Production Co.	130,805.75

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the followinf resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #9, Section #12, Plainfield-Westfield Section, to P. Camillo & Co., at their's the lowest bid amounting to $122,945.90, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #6, Section #13.

The Secretary informed the Commission that representatives of the Acchione & Canuso Paving Company were present on the matter of bids received for Route #6, Section #13, Bridgeton-Marlboro, on which they were the low bidders. State Highway Engineer Sloan presented the following bids received for the construction of Route #6, Section #13, Bridgeton-Marlboro Section, and recommended award of contract to Acchione & Canuso Paving Company of Philadelphia, at their's the lowest bid in the amount of $255,283.54.

Acchione & Canuso Paving Co.	$ 255,283.54
E. Riley Mixner Co.	259,841.35
R. L. Bonham Co.	266,805.40
Michael Staub	268,483.75
Public Service Production Co.	285,543.05
Sutton & Corson Co.	286,247.02
Public Development & Cont. Co.	289,968.30
Union Paving Co.	301,468.62

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #6, Section #13, Bridgeton-Marlboro Section to Acchione & Canuso Paving Co., of Philadelphia, at their's the lowest bid in the amount of $255,283.54 and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Fenwick Creek Bridge, Route #6.

The Secretary presented to the Commission a communication from the Attorney General on the matter of the Claim of Campbell Company on the Fenwick Creek Bridge on Route #6, and he requested that the Commission go into conference on this matter. After the conference was over Commissioner Stewart moved that in the case of Campbell vs. the County of Salem, the State Highway Commission advise the Attorney General that, in the judgment of the Commission, it is a most unjust claim and that it is the desire of the State that the suit be prosecuted. This was seconded by Mr. Jelin and adopted.

State Highway Route #7, through Hamilton.

The Secretary informed the Commission that, in accordance with directions, the residents along State Highway Route #7 at Hamilton, were invited to appear before the State Highway Commission today for the purpose of granting a hearing on the matter of alignment on Route #7 at that point, and he informed the Commission that the delegation from Hamilton was now present. On motion, duly seconded, a hearing was granted. The Secretary presented in this connection a telegram from Mayor C. E. Hetrick of Asbury Park, protesting against the change in Route #7 at Hamilton. The Secretary also presented a resolution from the Board of Freeholders of Monmouth County protesting against the change in alignment for Route #7 in the vicinity of Hamilton and against the abandonmnet of the existing Route #7 when such a change is made. On motion by Mr. Jelin, seconded by Mr. Stewart, the telegram and resolution were ordered received and placed on file.

Mr. Hight of Hamilton acted as spokesman for the delegation and stated that the residents were still interested in having the State Highway Commission consider the construction of Route #7 upon the existing alignment through Hamilton rather than making a change therein to the line proposed by the Engineers. A plan was exhibited and the residents of Hamilton were asked what proposition they would have to make as to a straightening of the line through Hamilton. Assistant Construction Engineer Moore was present in the matter and presented the program of the Engineering Department for the change of alignment in the vicinity and stated that the line proposed by the Engineers would save $130,000 in the cost over the construction through Hamilton on the present line, due, in a great part, to the need for a new bridge construction. After considerable discussion Chairman Scott informed the visiting delegation that the State Highway Commission has the power to lay out routes in any way it sees fit, but it is not desirous of using steam roller methods anywhere. He asked whether there was any opposition from residents of the locality, and Mr. Flitcroft, of Farmingdale, presented a communication from Mr. S. L. Vanheusen, President of the Rural Letter Carrier's Association, expressing the hope that the Commission will lay out a straight line for Route #7 in this vicinity. Mr. Flitcroft also stated that he was a contractor and realized the value, in the future, of the constructing of roads of as perfect alignment as possible. After further discussion Commissioner Stewart moved that the Engineering Department be instructed to prepare plans and specifications for the advertisement of Route #7 in the vicinity of Hamilton on the alignment as recommended by the Engineers. This was seconded by Mr. Jelin and adopted.

Morris Canal Route #5.

The Secretary presented a communication from the Morris Canal & Banking Company on the matter of the drainage of the Morris Canal on Route #5 between Ledgewood and Landing, which was requested by the State Highway Commission at its last meeting. In this communication Dr. Kummel, Secretary to the Morris Canal & Banking Company, requested information as to the particular location desired to be drained by the Commission and, on motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be referred to the State Highway Engineer in order that he might be furnished with all the necessary data and reports.

Browns Mills-Lakehurst Road, Burlington County

The Secretary presented a resolution from the Burlington County Board of Freeholders, in which they take over the road from Browns Mills to Lakehurst at the Ocean County Line, as a county road in accordance with agreement with the State Highway Commission at its last meeting. On motion by Mr. Jelin, seconded by Mr. Kidde, the resolution was received and placed on file.

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Route #14, between Egg Harbor and Mays Landing

The Secretary presented a communication from the Egg Harbor Chamber of Commerce requesting an appointment in the very near future on the matter of State Highway improvements on Route #14 between Egg Harbor and Mays Landing. In this connection the Secretary presented a communication from Mr. William E. Bayer on the matter of railroad crossings and curves on the Mays Landing-Egg Harbor Road. Commissioner Kidde directed the attention of the Commission to the fact that there was consideration ~~being~~ given at the conference held in Atlantic City on Saturday, April 12, for a plan whereby the work on the Egg Harbor-Mays Landing Road would be delayed in order to provide funds for the early completion of Route #20 from Westville to Malaga and also for the completion of State Highway Route #4.

White Horse Pike Widening.

State Highway Engineer Sloan inquired whether the State Highway Commission would take any action at this time with reference to the widening of the White Horse Pike, and he recommended to the Commission that a gravel widening be made for ten feet on one side of the present pavement with a view toward placing permanent pavement thereon and making a hard surfaced road 29' in width. After further discussion, Commissioner Kidde moved that that the State Highway Engineer be instructed to prepare plans and specifications for the widening of the White Horse Pike from Berlin to Absecon, necessary for widening a ten foot strip on which, at some later date, a hard surface pavement may be placed, and that these plans be presented to the State Highway Commission at the earliest possible moment for approval and advertisement. This was seconded by Mr. Jelin and adopted.

Route #14, Egg Harbor-Mays Landing.

Commissioner Kidde moved that in view of the fact that the State Highway Commission has taken over Routes #18 and #20, effective May 1st, the Egg Harbor-Mays Landing Section of Route #14 is not so much a necessity at the present time and the State Highway Engineer be instructed to abandon work on the Egg Harbor-Mays Landing Road for the present season and transfer the survey corps from this work to the work on the White Horse Pike. This was seconded by Mr. Jelin and adopted.

In this connection Commissioner Jelin moved that the Egg Harbor Chamber of Commerce be advised of the Commission's action and that an appointment will, therefore, not be necessary at this time. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Jelin, seconded by Mr. Stewart, the communication from Mr. William E. Bayer was ordered received and placed on file.

Westville Invitation.

The Secretary presented a communication from Mayor A. E. Heal of Westville, New Jersey, inviting the Commission to attend a shad dinner especially arranged for them at Topin Inn in Westville, at some date which the Commission may select. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the invitation be accepted and the Mayor of Westville be advised that when the State Highway Commission takes up for consideration the hearing in the City of Camden, on the proposed Crescent Boulevard, at that time a date will be fixed for the dinner.

The Schedule of Business was next taken up for consideration item by item as follows:

Route #9, Section #11, Lincoln Ave., Plainfield.

State Highway Engineer Sloan reported to the Commission the approval of plans and specifications and the placing of advertisement on Route #9, Section #11, Lincoln Avenue, Plainfield Section. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously ratified, confirmed and approved this action on the part of the State Highway Engineer.

Route #16, Section #8 Harlingen Cut-Off

State Highway Engineer Sloan reported to the Commission the approval of plans and specifications and the placing of advertisement on Route #16, Section #8, Harlingen Cut-Off. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously ratified, confirmed and approvee the action of the State Highway Engineer.

Beaver Brook Bridge, Route #5, Section #11

State Highway Engineer Sloan reported the approval of plans and specifications and the placing of advertisement for the Beaver Brook Bridge at M.P. 5.3 on Route #5, Section #11. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously ratified, confirmed and approved this action on the part of the State Highway Engineer.

Route #12, Section #6, Right of Way.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following purchase agreements on Route #12, Section #6, Port Colden-Stephensburg:

Parcel #3,	Estate of Alfred H. Hann,	consideration	$1,608.10
Parcel #4,	Hattie Johnson, widow,	"	173.45
Parcel #9,	Jacob Watters & Wife,	"	85.50

This was seconded by Mr. Jelin and adopted.

Route #12, Section #7, Right of Way.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase agreements for property on Rt. #12 Section #7, Stephensburg-Hackettstown as follows:

Parcel #12,	Robert A. Osmun,	consideration	$297.75
Parcel #14,	Frederick Buckeley,	"	690.00
Parcel #18,	Wm. J. Axford,		18.60
Parcel #19,	Harry M. Allen	"	28.00
Parcel #23,	Edward Babcock,	"	1131.90

This was seconded by Mr. Jelin and adopted.

Route #8, Section #11, Right of Way.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of purchase agreement for Parcel #4 on Route #8, Section #11, Delaware-Belvidere Section grom Philip B. Bean Estate, for the consideration of $600.00. This was seconded by Mr. Jelin and adopted.

Route #9, Section #12, Right of Way.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase of Parcel #1 on Route #9, Section #12, Plainfield-Westfield Section, from P. Erbotta & Wife for the consideration of $117.00. This was seconded by Mr. Stewart and adopted.

Route #16, Section #3, Right of Way.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase agreements for Parcels #4A, #4B and #4C on Route #16, Section #3, Somerville-Pluckemin, from the Far Hills Land Corporation, for the consideration of $1800.00. This was seconded by Mr. Stewart and adopted.

Route #4, Section #21, Right of Way.

State Highway Engineer Sloan recommended to the Commission that in view of the fact that Mrs. Ethelwyn Brower has rebudiated her agreement to convey to the State Parcel #3 on Route #4, Section #21, Point Pleasant-Laurelton, for the sum of $121.00, the State Highway Commission authorize that the property be acquired by condemnation. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the agreement as signed by Mrs. Brower be placed on record by the Department and that no further action be taken at this time.

Route #8, Mountain View Right of Way.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of an offer of $3,750.00 to be made to George Zeliff for Parcel #6 on Route #8, Mountain View Grade Crossing Elimination, and in the event of his failure to accept that amount, that condemnation be entered into in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in construction of State Highway Route #8, Mountain View, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #6

Beginning at a point in the Northerly side line of the Beavertown Road where the same is intersected by the proposed new Westerly right of way line of State Highway Route 8 of the New Jersey State Highway System at Station 12 plus 22.04 said point being distant twenty-five (25') feet westerly from measured at right angles to the proposed center line of Route #8, as shown on a plan entitled "New Jersey State Highway Department Route #8, Elimination of R.R. Grade Crossing, Property to be acquired from George Zeliff, Borough of Mountain View, Wayne Township, Passaic County, Scale 1" = 40' March 1924."

Thence (1) through property of grantor parallel to and twenty-five (25') feet distant from said proposed new center line of Rt. 8 North three degrees, ten minutes East (N 3°-10'E) a distance of sixty-three (63') feet to the Southerly line of the Morris Canal;

Thence (2) along the Southerly line of the Morris Canal, South sixty-nine degrees, eight minutes, thirty seconds East (S.69°-08'-30"E) a distance of fifty-two and forty-eight one-hundreths (52.48) feet to the Easterly right of way line of said Route 8, said point being twenty-five (25') feet distant Easterly from, measured at right angles to the proposed new center line at Station 11 plus 75.0;

Thence (3) along said Easterly right of way line of Route 8 through land of grantor parallel to and twenty-five (25') feet distant from proposed center line South three degrees, ten minutes West (S.3°-10'W) a distance of forty-six (46') feet to the present Northerly side line of Beavertown Road;

Thence (4) along the said present Northerly side line of the Beavertown Road north eighty-eight degrees, two minutes, eight seconds West (N.88°-02'-08"W) to the point and place of beginning.

CONTAINING sixty-three one-thousandts (0.063) acres, be the same more or less, as shown on said plan.

Intending to convey all that land now owned or controlled by the party of the first part that lies between the proposed right of lines twenty-five (25') feet on each side of the proposed center line of Route #8 from the Northerly side line of the Beavertown Road on the South to the Southerly line of the Morris Canal on the North as shown on said plan hereto attached.

It is hereby understood and agreed that all buildings now encroaching on the property hereinabove described are to be removed from within the limits of the right os way by the grantor at his own cost and expense within 30 days from the date of acceptance of this agreement by the State Highway Commission.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $3,750.00 to the owners or owner of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Jelin and adopted.

Right of Way-Route 5, Section 11

State Highway Engineer Sloan reported to the Commission that a representative of the State Agricultural College had gone to the property of Gertrude Alliger, Parcels #10 and #10-A on Route 5, Section 11, Delaware-Belvidere section, and he would recommend that an offer of $2275.00 be made to Gertrude Alliger and in the event of failure to accept, that the property be acquired in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 5, Section 11, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #10

BEGINNING at a concrete monument in the dividing line between lands of grantor on the southwest, and lands of now or formerly of the Delaware, Lackawanna, and Western Railroad Company on the northeast, said point being forty-seven and ninety-six one hundredths (47.96) feet northeasterly from, measured normal to Station 70 plus 74.13 of proposed center line of State Highway Route 5, Section 11, as shown on plan entitled "New Jersey State Highway Department, Route 5, Section 11, Property to be Acquired from Mrs. Gertrude E. Alliger, Township of Knowlton, County of Warren, Scale 1" = 50', Nov. 20, 1923"; and running

Thence (1) along said dividing line, South twenty-eight degrees, forty-six minutes East (S28°46'E) a distance of five hundred two and eighty-nine one hundredths (502.89) feet to another concrete monument at a corner of said Company's land;

Thence (2) along land of said Railroad Company, South seventy-one degrees, forty-three minutes West (S71°43'W) a distance of sixteen and seventy-seven one hundredths (16.77) feet, to another corner of land of said Railroad Company at the southwesterly side of State Highway Route 5, Section 11, as now existing;

Thence (3) still along land of the said Railroad Company, South twenty-eight degrees, thirty-one minutes, thirty seconds East (S 28° 31'30"E) a distance of eight hundred eighty and eleven one hundredths (880.11) feet to a point in the dividing line between lands of the grantor and lands of the Delaware Cemetery Association:

Thence (4) along said dividing line, South sixty-five degrees, fifty-seven minutes West (S65°57'W) a distance of forty-three and fifty-two one hundredths (43.52) feet to a point in the proposed southwesterly right of way line of said State Highway Route 5, distant forty-six (46) feet southwesterly at right angles from proposed center line of pavement, thereof, at Station 84 plus 49.99;

Thence (5) parallel to and forty-six (46) feet distant southwesterly at right angles from said proposed center line, North twenty-eight degrees, no minutes and thirty seconds West (N28°0'30"W) a distance two hundred seventy-eight and seventy-two one hundredths (278.72) feet , to a point opposite Station 81 plus 71.27 of said center line;

Thence (6) North twenty-nine degrees, no minutes, nine seconds West (N29°0'9"W) a distance of six hundred six and thirty-five one hundredths (606.35) feet to a point opposite Station 75 plus 62.78 of said proposed center line of pavement, and thirty-three (33) feet distant southwesterly at right angles therefrom;

Thence (7) parallel to and thirty-three (33) feet distant southwesterly at right angles from said proposed center line, North thirty degrees, fifty-six minutes West (N30°56'W) a distance of four hundred ninety-six and ninety-two one hundredths (496.92) feet to a point in the dividing line between lands of grantor, and lands of now or formerly Edwin M. Allen;

Thence (8) along said dividing line between land of grantor, and said land of Allen, and continuing in the same direction along dividing line between lands of grantor, and land of the said Railroad Company, North sixty-four degrees, fifty-four minutes East (N 64°54'E) a distance of eighty-one and thirty-eight one hundredths (81.38) feet to the point and place of Beginning;

CONTAINING one and six hundred thirteen one thousandths (1.613) acres, exclusive of existing roadway, be the same more or less;

It being the intention of the grantor to convey to the State of New Jersey all that portion of her land lying between land of the Delaware, Lackawanna and Western Railroad Company on the northeast, the proposed southwesterly right of way line of State Highway Route 5, Section 11 on the southwest, (varying from forty-six (46) feet to thirty-three (33) feet southwesterly from the center line of pavement thereof) and extending from land of the Delaware Cemetery Association on the southeast, to land of Edwin M. Allen on the northwest;

Together with all her right, title and interest, in and to the former Township Road (now State Highway Route 5, Section 11) lying adjacent to the southerly portion of the parcel hereby conveyed, and on the northeast side thereof, and extending from land of the Rector, Warden and Vestryment of the St. James Church, Knowlton (original graveyard) on the southeast, to the northwest end of land conveyed by John Burd January 16, 1869, to the Delaware, Lackawanna and Western Railroad Company on the northwest;

Together with the right to deepen existing ditch on land of grantor adjacent to the northwesterly side of land of the Delaware Cemetery Association, about opposite Station 84 plus 48, so as to permit the flowage of water from storm water drain in front of the Cemetery;

Together with Parcel #10-A described as follows:

PARCEL #10-A

BEGINNING at a point in the dividing line between lands of grantor on the northwest, and land of now or formerly of Mary C. VanKirk on the southeast, said point being forty-six (46) feet distant southwesterly at right angles from Station 90 plus 00.06 of proposed center line of pavement of State Highway Route 5, Section 11, as shown on plan attached hereto, entitled "New Jersey State Highway Department, Route 5, Sec. 11. Property to be Acquired from Mrs. Gertrude M. Alliger, Township of Knowlton, County of Warren, Scale 1"= 50' Nov. 19, 1923"; and running

Thence (1) parallel to and forty-six (46) feet distant at right angles from said center line of pavement, North twenty-eight degrees, no minutes, thirty seconds West (N28°0'30"W) a distance of two hundred fifty-seven and six tenths (257.60) feet to land of Devisees of John Burd;

Thence (2) along land of Devisees of John Burd, North sixty-three degrees, fifty-six minutes, thirty seconds East (N63°56'30"E) a distance of forty-six and eleven one hundredths (46.11) feet to a point in the existing State Highway Route 5, Section 11, in the line of lands of the Delaware, Lackawanna and Western Railroad Company;

Thence (3) along said line, South twenty-eight degrees, thirty-one minutes, thirty seconds East (S28o31'30"E) a distance of two hundred fifty-five and seventy-four one hundredths (255.75) feet to a point in the aforesaid dividing line between land of grantor and land of Mary C. VanKirk;

Thence (4) along said dividing line, South sixty-one degrees, thirty-eight minutes, thirty seconds West (S61°38'30"W) a distance of forty-eight and thirty-five one hundredths (48.35) feet to the point and place of Beginning;

CONTAINING twenty-four one hundredths (0.24) acres, be the same more or less, exclusive of existing roadway;

It being the intention of the grantor to convey to the State of New Jersey all that portion of her land which lies between land of the Delaware, Lackawanna and Western Railroad Company on the northeast, a line parallel to and forty-six (46) feet distant southwesterly at right angles from proposed center line of pavement of State Highway Route 5, Section 11, on the southwest, and extending from land of Mary C. VanKirk on the southeast, to land of the Devisees of John Burd (separate new cemetery lots) on the northwest.

Together will all her right, title, and interest, to and in the former Township Road adjacent to the above described parcel on the northeast side thereof, and extending from land of Mary C. VanKirk on the southeast, to land of the Rector, Warden and Vestryment of the St. James Church, Knowlton (original grave yard) on the northwest.

The State Highway Engineer is hereby authorized and directed, on behalf of this Commission, to make an offer of the sum of $2,275.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Stewart and adopted.

Right of Way-Route 14, Section 7.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the adoption of the following condemnation resolution for the acquisition of Parcel #1, on Route 14, Section 7, Petersburg-Greenfield section, in view of the fact that this property title belongs to unknown heirs and title cannot be given to the State by Mrs. Laura Lewis. This was seconded by Mr. Kidde and adopted.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 14, Section 7, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey and more particularly described as follows:

Beginning at a corner to lands of Laura Lewis and Emma Townsend in the westerly line of State Highway Route 14, Section 7, known as the New Bridge Road, leading from Seaville to Tuckahoe, sixteen feet and five tenths of a foot (16.5') from the center line thereof as measured at right angles thereto at Station 1228 plus 50.57 and running

Thence (1) along the line of lands of said Lewis and Townsend, South sixty-nine degrees, forty-nine minutes and no seconds West, sixteen feet and five tenths of a foot (16.5') to a point;

Thence (2) through the lands of Laura Lewis, of which this tract about to be conveyed is a part, North twenty-one degrees and twenty-nine minutes West, one hundred and thirty-nine feet and forty-two one hundredths of a foot (139.42') to a point;

Thence (3) still through the lands of Laura Lewis, curving to the right with a radius of fifty-seven hundred and sixty-two feet and sixty-five one hundredths of a foot (5762.65') a distance fifty-six feet and sixty-eight one hundredths of a foot (56.68') to the lands of Frank J. Wilson Estate;

Thence (4) along the line of lands of said Lewis and Wilson North sixty-nine degrees and forty-nine minutes East, sixteen feet and five tenths of a foot (16.5') to the westerly side of the New Bridge Road;

Thence (5) along the westerly side line of New Bridge Road and lands of said Lewis, South twenty-one degrees, and twenty-nine minutes East, one hundred and ninety-six feet and one tenth of a foot (196.1') to the point of beginning.

CONTAINING seventy-three one thousandths parts of an acre (0.073A) more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owners or owner, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Route 9, Section 11

State Highway Engineer Sloan presented to the Commission a report from the Right of Way Engineer Meeker on an inspection made in company with Commissioner Stewart, of the property of the Estate of Adam Dealaman on Route 9, Section 11. Commissioner Stewart informed the Commission that he had personally viewed this property and he would move approval of purchase agreement for the sum of $2400.00. This was seconded by Mr. Jelin and adopted.

Amboy Bridge-New

State Highway Engineer Sloan presented a proposed communication to be forwarded to the Federal Government on the matter of Federal Aid for the Perth Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered laid over for later study.

Township Aid-Morris County.

Commissioner Kidde reported to the Commission the fact that during the morning he had received a delegation from Washington Township, Morris County, headed by Mr. Cassel, Chairman of the Township Committee,on the matter of Township roads to be improved in Washington Township. He informed the Commission that the difficulties in this case were apparently closed when he suggested that Assistant State Highway Engineer Reed furnish to the Township the necessary specifications and that the work be let by contract rather than force account; further, he had suggested that the Inspector on this work be changed.

Route 11, Washington Ave.,Belleville

Commissioner Kidde also reported that he had made a visit to the Town of Belleville and he had gone over specifications and estimates for the cost of the improvement of Washington Avenue, Belleville. He advised that he had informed the Town of Belleville that the State was ready to pay for a 22' width including the trolley track area, if the Town of Belleville would provide necessary drainage and extra width pavement. He stated that the Town of Belleville was anxious to secure a 60' width pavement but this width would destroy about 200 trees now existing on Washington Avenue, which was the intention of the local authorities to cut in order that Washington Avenue might become a public thoroughfare. He inquired whether the Commission would interfere in the matter of the removal of trees. Commissioner Stewart stated that he felt that this matter was entirely out of the jurisdiction of the Commission, the State Highway Commission being only concerned in a 22' pavement.

State Highway Engineer Sloan inquired whether the property now existing on Washington Avenue could bear assessment for a width of pavement from 22' to 60'. Commissioner Kidde stated that during his conference with the Mayor of Belleville he had suggested that they take up with the County of Essex the question of receiving additional aid from County funds. On motion by Mr. Stewart, seconded by Mr. Jelin, the reports as presented by Commissioner Kidde were ordered received and properly recorded.

State Automobiles

State Highway Engineer Sloan directed the attention of the Commission to the fact that in a number of instances State Departments, who already have automobiles, are calling upon the State Highway Department garage for automobile service and he requested information as to what extent the State Highway Department was to supply cars to other State Departments. No definite action was taken by the Commission on the matter at this time.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission recessed for luncheon at 1:30 P.M. to meet in regular session again at 3:00 P.M. The Commission meeting reconvened at 3:00 P.M. as agreed, with the same members present as at the morning session.

Route 1, Lincoln Highway Bridge, over Hackensack River

State Highway Engineer Sloan presented to the Commission a communication from Col. H. C. Newcomer of the War Department Engineers' Office, on the matter of application filed by the State Highway Commission for Federal permit to reconstruct the draw span on the Lincoln Highway Bridge across the Hackensack River between Jersey City and Kearny, New Jersey. Col. Newcomer advised that in his opinion, the draw spans proposed are inadequate to provide for the needs of the present navigation, and he further advised that navigation required a draw of at least 125' and as much wider as practicable. He further informed the Commission that a proper hearing on the question of all bridges affected in this vicinity, will be held, and he suggested that the State Highway Commission make some modifications in its plans prior to that meeting and have a representative in attendance at the meeting.

State Highway Engineer Sloan informed the Commission that to arrange for the openings as requested by the War Department, would require an additional expenditure above the $450,000.00 estimated for the work, of a sum of $250,000.00 and he recommended that the Engineering Department be authorized to prepare a preliminary sketch showing a double leaf bascule span to replace the present drawspan on the Hackensack Bridge, which would probably give a clear opening of 150'. State Highway Engineer Sloan called attention to the fact that there would be credited to this work the sum of $100,000.00 which the Counties of Essex and Hudson had received on account of damage to the Hackensack Bridge by collision in 1922. After discussion, Commissioner Jelin moved that the recommendation of the State Highway Engineer be approved and that the Engineering Department be authorized to prepare a sketch showing double leaf bascule span in this location, same to be used in connection with the hearing to be held by the War Department and that Mr. Vogel, Bridge Engineer be delegated to attend this hearing.

Route 5, Madison-Chatham

State Highway Engineer Sloan presented to the Commission a statement prepared by the Construction Division for the improvement of the trolley track area on Route 5 in the Borough of Madison and in the Borough of Chatham, showing a total cost, including new track material in the Borough of Madison of $220,811.50 and in the Borough of Chatham of $192,140.50. On motion by Mr. Jelin, seconded by Mr. Kidde, the report was ordered received and placed on file.

Route 8, Mountain View Grade Crossing

State Highway Engineer Sloan presented to the Commission a communication received from Carl T. Forsberg, in which he requested plans and agreements for the Lackawanna Railroad grade crossing elimination at Mountain View. He informed the Commission that Mr. Forsberg had been previously informed that these documents were on file in the Trenton Office and were open to inspection. He recommended to the Commission that the policy of not furnishing copies of agreements and plans for such work be continued, and that Mr. Forsberg be advised of this policy. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that Mr. Forsberg be advised that the documents are on file in the office of the Commission at Trenton and are available for public inspection at any time.

Permits

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of permission being granted to the Fire

Department of Hightstown for the closing of Route 1 in the Town of Hightstown, from 8:00 P.M. to midnight on May 30th, 1924, for the purpose of holding a benefit dance for the Fire Department. This was seconded by Mr. Kidde and adopted.

Employments

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following list of employments as made by the State Highway Engineer since the last meeting of the Commission:

4-16-24	F. L. Hest,	Br. Insp.Amboy Br.	$ 200.00 mo.
4-3-24	John M. Pickell,	Rollerman,	150.00
4-1-24	L. E. Andrew,	Reg.Appt.Div.Engr.	325.00
4-9-24	Jas. H. Curran,	Asst.Foreman(reapp)	125.00
4-7-24	Peter Mitchell,	Mechanic	.60 hr.
4-10-24	T. S. Gravatt,	"	.65
4-7-24	Wallace Lozaw,	Motor Truck Driver	.40
4-1-24	F. W. Vanaman,	" " "	.40
4-7-24	Franklin Wilbert,	" " "	.40
4-7-24	Albert Worth,	" " "	.40
4-7-24	Jos. Hand,	" " "	.40
4-1-24	Jas. R. Day,	" " "	.40
4-7-24	Jester Vanaman,	" " "	.40
4-1-24	H. G. Forth,	" " "	.40
4-7-24	Cashman Vaughn,	" " "	.40
4-1-24	C. T. Gilliland,	" " "	.40
4-7-24	Paul Ditton,	" " "	.40
4-7-24	Earl Bonnell,	" " "	.40
4-1-24	Alvin Gannt,	" " "	.40
4-7-24	Bertrina Cranmer,	" " "	.40
4-7-24	Alvin Jillson,	" " "	.40
4-7-24	Thomas Gordall,	" " "	.40
4-7-24	Fred Ridgway,	" " "	.40
4-7-24	J. Smires, Jr.	" " "	.40
4-7-24	Oscar Couch,	" " "	.40

This was seconded by Mr. Jelin and adopted.

Township Aid Cancellations

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the cancellation of the following unexpended balances on Township Aid work:

Claremont-Post-Kuhnhardt Rd. Sec. 1, Bernards Twp., Somerset County, - $590.71.
Pittstown-Quakertown Rd., Franklin Township, Hunterdon County - $10.43.
Great Creel Rd., Galloway Township, Atlantic County - $ .04.
Swedesboro-Harmony School Rd., Harrison Township, Gloucester County, $10.87.
Mullica Hill-Bridgeport Rd., Woolwich Township, Gloucester County - $368.92.
East Landis Ave., Landis Township, Cumberland County - $ .46.

This was seconded by Mr. Jelin and adopted.

Freehold-Smithburg Road, Monmouth Co., Twp. Aid.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of plans and specifications for the Freehold-Smithburg Road, Section 2, Monmouth County, funds to be provided from State Aid and Motor Vehicle Aid Account. This was seconded by Mr. Kidde and adopted.

Township Aid-Atlantic County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract by Weymouth Township on the Buena-Tuckahoe Road, Section 2, Atlantic County, Township Aid. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Aid-Hunterdon Co.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of specifications for repairs to the White House-Flemington Road in Hunterdon County, work to be done from Motor Vehicle Aid Account at an estimated cost of $40,000.00. This was seconded by Mr. Stewart and adopted.

Sussex-Port Jervis Road, High Point Park Road.

State Highway Engineer Sloan presented a report from Assistant State Highway Engineer Reed on the maintenance of the road leading to High Point Park, in which Mr. Reed quoted correspondence with Mr. J. J. Stanton, Secretary of the High Point Park Commission, in which request was made that the State Highway Commission send men and trucks to haul shale to make passable the mountain from the Lodge to the New York State Line. In connection with this matter, State Highway Engineer Sloan reported that he had discussed the matter of Federal Aid on the Sussex-Port Jervis Road, which goes through High Point Park, with Senator Kays, County Counsel for Sussex County, and he was informed by Senator Kays that the County would not be able to enter into an agreement for Federal Aid, due to the fact that the Government was not satisfied with a shale constructed road, but wanted assurance that the County would place a concrete road in this section. He recommended to the Commission that the State set aside for the aid of the County in the construction of this road, an amount equal to the Federal Aid applicable thereto, and that the Federal Aid which would otherwise have gone with the road, be used on some part of the State Highway System. On motion by Mr. Stewart, seconded by Mr. Kidde, the matter was ordered deferred at this time.

Request for Aid - Sussex Co.

Sparta-Woodport Rd., Sussex County

State Highway Engineer Sloan also presented the request of Sussex County that the Commission share in the cost of one-half the paving of the Sparta-Woodport Road, estimated to be $40,000. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the County of Sussex be notified that the Commission has no funds to apply on the Sparta-Woodport Road.

Appointment-L. E. Andrews

State Highway Engineer Sloan reported to the Commission that Mr. L. E. Andrews, Acting Northern Division Engineer, had successfully passed the Civil Service examination and he recommended that his permanent appointment be made at once at the entrance rate of $325.00 per month, which he is now receiving. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the permanent appointment of Mr. L. E. Andrews as Northern Division Engineer of the State Highway Department, effective at once.

Route 5, Morris Turnpike, Springfield Township

State Highway Engineer Sloan presented to the Commission a communication from Mr. J. L. Bauer, Township Engineer of Springfield Township, Union County, advising that the Township of Springfield is now prepared to proceed with the widening and curbs on the Morris Turnpike, Route 5, and he recommended that the Commission proceed with the construction of the Morris Turnpike Section of Route 5 in this years program. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized negotiations to be entered into with Springfield Township for the construction of the entire work on the basis of the State paying for 29' of pavement. In connection with this, Commissioner Kidde moved that a communication be written to Maplewood and South Orange in Essex County advising that if it is their intention to proceed with the improvement on Route 5 on Springfield Avenue, it will be necessary that they get under way at once with the water and sewer connections in order that the pavement can be provided for in the 1925 construction program. This was seconded by Mr. Stewart and adopted.

Route 1, Passaic River Bridge

State Highway Engineer Sloan presented a request from the Superintendent of the Lincoln Highway Police, asking that there be turned over to them the small office building which was erected on account of repairs to the Passaic River Bridge on Route 1, Lincoln Highway section. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of the building on Route 1, at the Passaic River Bridge, to the Lincoln Highway Police, providing they move the same from its present location where it is unsightly.

Equipment-State Highway

State Highway Engineer Sloan presented to the Commission the request of the Superintendent of Plant & Equipment, Jacob Hagin, for the purchase of four Ford one-ton trucks, equipped with dump bodies, and eight tractor graders of the Hadfield-Penfield type, for use on maintenance of gravel roads, in view of the fact that the State had determined to take over Routes 18 and 20 in South Jersey. State Highway Engineer Sloan informed the Commission that these Ford Tractor graders were giving excellent service and were doing the work at a much cheaper overhead than the large tractors. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of four one-ton Ford trucks equipped with dump bodies, and eight tractor graders of the Hadfield-Penfield type for use on gravel maintenance work.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting adjourned at 4:30, P.M., to meet again in regular session on

APR 15 1924

Tuesday, April 22nd, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING- April 22, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, April 22, 1924. The meeting was called to order by Chairman Scott at 10:30 A. M.

Present: General H. L. Scott, and Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route Numbers 18 and 20

The Chairman presented a communication from Mr. S. P. Leeds, President of the Atlantic City Chamber of Commerce, and requested the Secretary to read the same to the Commission. Mr. Leeds, in his letter, expressed his appreciation of the action of the State Highway Commission in taking over Routes 18 and 20, and asked for information as to the maintenance and construction that might be expected on same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Secretary was directed to reply to Mr. Leeds, advising him that it is the intention of the Commission to treat approximately eight and one-half miles from Elmer to the Atlantic County Line with an oil treatment, the balance to be maintained as regular gravel State Highway Routes. Mr. Kidde suggested that Mr. Leeds be advised of the estimated cost that will be expended in the maintenance of this route, and also that it is not expected to take care of any of the hard surfacing until sufficient funds are found to proceed with the same.

Route 5, Blackwell St., Dover

The Secretary presented an opinion received from the Attorney General, in connection with the paving of trolley track area on Route 5, Blackwell Street, Dover. On motion by Mr. Stewart, seconded by Mr. Kidde, the opinion of the Attorney General was ordered received and spread in full upon the minutes.

A Lee Grover, Esq., Secretary,
State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

Dear Sir:

Replying to your letter of February 26th, wherein you ask the opinion of the Attorney General as to whether or not the obligation of the Morris County Traction Company with reference to the paving and repaving of Blackwell Street in the Town of Dover, is of such nature and character as to authorize and empower the State Highway Commission to recover from the Traction Company its proportionate share of the cost of such paving, permit me to say:

Section 4 of the ordinance of the Town of Dover, authorizing and empowering the Morris County Traction Company to lay its tracks and operate and maintain a street railway through certain streets of the Town of Dover, provides, interalia, that;

> "If at any time hereafter, said street on which said tracks are or may be laid, shall be paved or repaved by the Town of Dover, then the company shall at the same time and at its own expense pave or repave the space between its said tracks, and for twenty-four inches on the outside of each and all rails thereof, with the same material and in the same manner as the rest of said street is so paved by said Town."

Section 6 of Chapter 396 of the Laws of 1912, Page 630, provides that;

> "Whenever the governing body or other jurisdiction from which said road is taken over, has rights or benefits by virtue of an understanding, agreement or contract with any street railway company, * * * * to repair, maintain or construct any part of such highway, * * * * said undertaking shall remain in force and all such contractual or agreement rights and benefits shall pass to and be taken over for the State by the State Department of Public Roads. All the terms, conditions and requirements of such agreements or contracts shall be fulfilled to the State by said street railway company, * * * * in the same manner as if they had been originally made between the State and said companies, firm or corporation."

This same provision was re-enacted in Chapter 14 of the Laws of 1917, Page 27, Section 3.

There is no doubt, therefore, that the State Highway Commission had power to compel the Morris County Traction Company to repave in accordance with the type of paving proposed to be done by the State Highway Commission.

The fact, however, that this company is now in the hands of a Receiver, presents serious obstacles. There is no doubt that, if the Receiver sells the property and franchises of the Morris County Traction Company, the obligation to repave passes to and becomes binding upon the purchaser at such sale. I greatly doubt, however, whether the work could be done by the Highway Commission while the company is in the hands of a Receiver, so as to make the cost of the work either an obligation of the Receiver or of the purchaser. I am firmly convinced that in any event it would not be an obligation of the Receiver.

While the fourth section of the ordinance authorized the City or the Highway Commission to do the work, and charged the cost against the company, in the event that the company refused to do it, the ordinance nowhere makes this charge a lien upon the property of the company.

I am, therefore, of the opinion that while the obligation to repave will pass with the franchise, and become binding upon the purchaser, I do not believe that if the work were done by the Highway Commission during the time that the company is in the hands of a Receiver, that it could collect the cost of that work either from the Receiver or from the purchase at the Receiver's sale.

Very truly yours,

H. R. COULOMB,

Assistant Attorney General.

Approved:
Edward L. Katzenbach,
Attorney General.

After discussion of the best method to be pursued in advancing the early paving of this street, Mr. Jelin moved that the Manager of the Morris County Traction Company be invited to appear before the Commission at its next meeting to discuss the matter of paving in order that a satisfactory agreement in regard to same might be arrived at. This was seconded by Mr. Kidde and adopted.

Route 18, Fort Lee Cut-Off

The Secretary presented a communication that had been received by the Chairman from Mr. J. E. Thier, Supervisor of Roads in Bergen County, with reference to the construction of Route 18 at Fort Lee Ferry, Palisade Ave. to Lemoine Ave., in which he advised that the estimated cost of this work was $80,000.00 and that the County of Bergen was committed to an expenditure of $35,000.00 thereon, and requesting advice as to what aid the State Highway Commission would give on this work. Mr. Kidde moved that an allotment of $40,000.00 from the Motor Vehicle Emergency fund be made to Bergen County to be applied on the reconstruction of the Fort Lee Cut-Off, which will become part of State Highway Route 18, as requested by the Board of Freeholders of Bergen County, providing that the said Board of Freeholders of Bergen County will assume the responsibility for the construction of this work. Mr. Thier also made an inquiry as to when the Commission expected to proceed with the construction of Route 18, from Alpine to the New York State Line. In connection with this, State Highway Engineer Sloan stated that the Commission had already authorized an expenditure of $300,000.00 on this work, and he recommended that the Commission authorize the making of a survey and preparation of plans for the grading of Route 18 and the necessary construction in the Village of Alpine, the said survey and plans to be presented to the Commission for approval before the contract is entered into. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the recommendation of the State Highway Engineer and authorized the making of surveys and the preparation of plans for the grading and necessary reconstruction of Route 18 from Alpine to the New York State Line.

Main St., Clifton, (Route 11)

The Secretary presented a resolution from the Passaic County Board of Freeholders, advising that they had again readvertised the bids for the resurfacing of Main Street, Clifton, a connecting link of State Highway Route 11, and requesting that if the bids received under this advertisement are not satisfactory to the State Highway Commission, that the State Highway Department proceed to perform this work with its own forces, in accordance with an offer as previously made. In this connection the Secretary advised that Mr. Garwood Ferguson, County Engineer of Passaic County, had requested a hearing and would be present at this morning's session. Mr. Kidde suggested that the Commission come to some decision on this matter so that definite advice could be given to Mr. Ferguson when he came before the Commission. After a discussion of the matter Mr. Kidde moved that the State Highway Engineer be requested to prepare an estimate of the cost of placing an asphalt surface on Main Street, Clifton, and that Mr. Ferguson be advised that the Commission would proceed to have this work performed with State Highway Department forces, the County of Passaic to be charged for same at the price to be named by the State Highway Department.

Route 5, Right of Way

The Secretary presented a communication from Mr. A. B. Clark, Superintendent of the P. R. R. System, with reference to the right of way on Route 5, Section 11, Delaware-Belvidere section, in which he advised that the railroad company was in accord with the recommendations that had been made to it by Major Sloan, namely, that a dedication be made to the State Highway Department of the State of New Jersey for the two parcels designated as 20 and 20-A, with the understanding that revised plans will be satisfactory to the railroad company providing the railroad company was protected against the necessity of constructing an expensive retaining wall. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted the proposition as made by the P. R. R. Company,and the State Highway Engineer was directed to prepare the lines and submit same to the P. R. R. Company as requested.

Sussex-Port Jervis Road

The Secretary presented a communication from Mr. Harvey Snook, County Engineer of Sussex County, with reference to the construction on the Sussex-Port Jervis Road, which is a part of the Federal Aid 7 Percent System and requesting that their Board be granted a conference with the State Highway Commission in order that a discussion of this matter might be had. On motion by Mr. Stewart, seconded by Mr. Jelin, it was directed that the Board of Freeholders of Sussex County be requested to appear before the Commission for the purpose of a conference at the next meeting. In this connection Mr. Kidde requested that the State Highway Engineer have prepared a tabulation of the various requests made by Sussex County and the amount of aid that has been extended to them during the last three years.

Request for Aid-Burlington County

The Secretary presented a communication from Mr. Alfonza Adams, Clerk of the Board of Freeholders of Burlington County, requesting that a joint hearing of the Township Committee of Woodland Township and the Board of Freeholders of Burlington County with the State Highway Commission, be arranged in order to discuss the matter of construction of the road from Chattsworth to the Ocean County Line. Mr. Jelin moved that the Board of Freeholders of Burlington County be advised, that inasmuch as this was a county road, any discussion of same should be with Mr. E. E. Reed, Assistant State Highway Engineer and they did not feel that a hearing before the Commission was necessary at this time. This was seconded by Mr. Stewart and adopted.

Commendation

The Secretary presented a resolution adopted by the Gloucester County Board of Freeholders, expressing the appreciation of their Board for the action of the State Highway Commission in taking over State Highway Routes 18 and 20. On motion by Mr. Kidde, seconded by Mr. Jelin, the resolution was ordered received and filed.

Invitation

The Secretary presented a communication from Mr. Thomas Adams, General Director of Plans and Surveys of New York and its Environs, enclosing a copy of an invitation extended to Chairman Scott to attend their conference to be held on May 20th and requesting that as large a representation of the Commission as possible be present at the same. Inasmuch as the date of this conference is a regular meeting day of the State Highway Commission, Mr. Stewart moved that Chairman Scott be delegated to attend as representative of the State Highway Commission, and that Mr. Adams be requested to forward to the Commission a copy of the program of the conference, and that he be further requested to supply the Commission with a stenographic record of the meeting. This was seconded by Mr. Kidde and adopted.

Route 5, Springfield Ave. Maplewood

The Secretary presented a communication from Mr. Edmund R. Halsey, enclosing a letter which he had received from the Fidelity Union Trust Company, requesting that a curb line be established in front of their property on Springfield Avenue. In this connection, Mr. Halsey requested that the Commission consider the placing of a 50 foot width of pavement on this section of road. State Highway Engineer Sloan advised that this matter had already been taken up by the Commission and they had determined to place a 29 foot pavement on this section, provided the Township of Maplewood would construct it to a further width as is required and that the matter of the entire width of pavment to be constructed was a matter entirely for the local municipalities to determine. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Engineer to reply to Mr. Halsey, advising him as to the status of the matter as at present, and informing him that the question of additional width beyond the 29 feet to be constructed by the Commission was entirely up to the local municipalities.

Route 16, South Somerville

LVRR xing

The Secretary presented a resolution from the Somerset County Board of Freeholders, disapproving of the proposed East Route under the Lehigh Valley Railroad at South Somerville and expressing their approval of the present line as followed by Route 16 at this point. In this connection Mr. Kidde moved that the Somerset County Board of Freeholders be advised that the action in adopting this new line had already been taken by the Commission on account of the considerable saving that would be affected thereby, and the further fact that the curve involved was only a six degree curve which is not considered serious by the State Highway Commission, and also the fact that a much shorter underpass and speedier construction would be accomplished by means of the new line as adopted.

Main Street, Clifton,(Route 11)

Mr. Garwood Ferguson, County Engineer of Passaic County, accompanied by Mr. Stalter, Director of the Board of Freeholders, appeared before the Commission at this time. Mr. Ferguson stated that they had received bids for the third time for the resurfacing of Main Street, Clifton, a connecting link of Route 11, and that the bids received were higher than those received at the last letting, the low bid being $2.20 per square yard. He stated that the Board of Freeholders of Passaic County felt that they could do nothing further to obtain a better price in this work and requested that if same was not satisfactory to the State Highway Commission, that they proceed to do same with State Highway Department forces. Mr. Kidde stated that the Engineers had already been requested to prepare an estimate of the cost of placing this surface on Main Street, Clifton, and he moved that Passaic County be advised that the State Highway Commission will go ahead and perform this work with State Highway Department forces, the cost of same to be paid for by Passaic County. This was seconded by Mr. Jelin and adopted.

The Schedule of Business was next taken up for consideration, item by item, as follows:

Route 12, Section 6.

State Highway Engineer Sloan presented the following list of bids received on April 21st for the construction of Route 12, Section 6, Port Colden-Stephensburg, the low bid being by Korp & Korp in the amount of $384,694.15, and recommended award of contract to the low bidder:

Korp & Korp.	$ 384,694.15
Public Service Production Co..	411,031.94
Ross & Whelan, Inc..	424,091.73
Weldon Contracting Co.	467,913.10

On motion by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 12, Section 6, Port Colden-Stephensburg section, to Korp & Korp at theirs the lowest bid in the amount of $384,694.15, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

This was seconded by Mr. Stewart and adopted.

Route 12, Section 7.

State Highway Engineer Sloan presented the following list of bids received for the construction of Route 12, Section 7, Stephensburg-Hackettstown, the low bid being by the Public Service Production Company in the amount of $288,178.21, and recommended award of contract to the low bidder:

Public Service Production Co.	$288,178.21
Chas. T. Kavanagh	301,116.55
Ross & Whelan, Inc.	305,348.58
C. H. Winans.	306,173.38

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 12, Section 7, Stephensburg-Hackettstown section, to the Public Service Production Company, at their's the lowest bid in the amount of $288,178.21, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 10, Section 1-A

State Highway Engineer Sloan presented the following list of bids received on April 21st for the construction of Route 10, Section 1-A, Arcadian Way-Fort Lee Ferry, the low bid being by J. J. MdGarry in the amount of $138,866.90, and he recommended the award of contract be made to the low bidder:

J. J. McGarry.	$138,866.90
N. J. Construction Co.	139,853.50
Geo. M. Brewster & Son	140,244.00
R. A. Hamilton	142,269.50

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 10, Section 1-A, Arcadian Way-Fort Lee Ferry to J. J. McGarry at his the lowest bid in the amount of $138,866.90, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 12, Section 7. ✓

State Highway Engineer Sloan recommended that an offer of $ 50.00 be authorized to be made to William H. Saunders, for the acquisition of Parcel #22 on Route 12, Section 7, Stephensburg-Hackettstown and that in the event of failure to accept said offer the property be acquired by condemnation. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the recommendation of the State Highway Engineer and authorized an offer of $50.00 be made to Wm. H. Saunders for property on Route 12, Section 7, and in the event of his refusal to accept said offer that condemnation proceedings be entered into in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 12, Section 7, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #22

Beginning at a point in the dividing line between the lands of grantor and the lands now or formerly of John A. Johnson, in the center of the existing channel of the Musconetcong River, said point being opposite Station 461 plus 01.80 of the State Highway Route 12, Section 7, and distant one hundred forty-four and sixty-nine one hundredths (144.69) feet from, measured at right angles to the center line of said State Highway Route at said Station 461 plus 01.8, said point being also at the southwesterly end of a proposed change in the channel of the said Musconetcong River, all as shown on a plan entitled "New Jersey State Highway Department, Route 12, Section 7, Property to be Acquired from William H. Saunders, Washington Township, Morris County, Scale 1" = 50' February 1924,"

Thence (1) along the said dividing line of lands, North fifteen degrees, forty-seven minutes East (N15°47'E) a distance of one hundred nine and four tenths (109.4) feet to a point of curvature, distant seventy-seven and thirty-four one hundredths (77.34) feet from, measured normal to the proposed Center Line of said Route 12, Section 7, at Station 461 plus 88.01 as shown on said plan;

Thence (2) still along said dividing line in a northeasterly direction along the arc of a curve to the right with a radius of one hundred forty-three and twenty-four one hundredths (143.24) feet, a distance of two hundred six and twenty-five one hundredths (206.25) feet, to a point distant eighty-eight and five one hundredths (88.05) feet from, measured normal to the proposed center line of said Route #12, Section 7, at Station 463 plus 76.60, as shown on said plan;

Thence (3) still along said dividing line, South sixty-eight degrees, thirteen minutes, eight seconds East (S68°13'08"E) a distance of fifty-six and thirty-one one hundredths (56.31) feet to a corner of lands of now or formerly John A. Johnson on the northwest, lands of grantor on the southwest and lands of now or formerly Edward Babcock on the East; said corner being distant one hundred thirty-five and eighty hundredths (135.80) feet from, measured at right angles to the proposed center line of said Route 12, Section 7, at Station 464 plus 06.44 as shown on said plan;

Thence (4) along the dividing line between lands of now or formerly Edward Babcock on the North, lands of grantor on the South, South seventy-seven degrees, thirty-three minutes East (S77°33'E) a distance of fifty-four and seventeen one hundredths (54.17) feet to a point at the easterly end of a proposed change in the channel of the Musconetcong River; said point being distant one hundred seventy- six and forty-seven one hundredths (176.47) feet from , measured nromal to the proposed center line of said Route 12, Section 7, at Station 464 plus 42.22 as shown on said plan;

Thence (5) South twelve degrees, twenty-seven minutes West (S12°27' W) a distance of thirtyfive (35) feet to a point, said point being the P. T. of the curve of the proposed southerly right of way line of the said proposed channel change and distant one hundred ninety-nine and fifty-nine one hundredths (199.59) feet from, measured normal to the proposed center line of said Route 12, Section 7, at Station 464 plus 15.94 as shown on said plan;

Thence (6) along the said proposed southerly right of way line for the proposed channel change of the Musconetcong River in a southwesterly direction along the arc of a curve to the left with a radius of 214.11 feet, a distance of three hundred twenty-three and eighty-seven one hundredths (323.87) feet to a point at the southwesterly end of channel change, said point being the P. C. of the curve of the proposed southerly right of way line of the said channel change and distant one hundred seventy-two and twenty-seven one hundredths (172.27) feet from measured normal to the proposed center line of said Route 12, Section 7, at Station 461 plus 23.35, as shown on said plan;

Thence (7) North seventy-four degrees,thirteen minutes West (N74°13'W) a distance of thirty-five (35) feet to the point and place of beginning.

The State Highway Engineer is hereby authorized and directed, on behalf of this Commission, to make an offer of the sum of $50.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey, free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route 10, Section 1-C. Right of Way

State Highway Engineer Sloan recommended to the Commission that an offer of $75.00 be made to Mr. James Easton for the acquisition of Parcels "12 and #14 on Route 10, Section 1-C, Anderson Avenue-Harvard Place, and in the event of failure to accept that the property be acquired by condemnation. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the recommendation of the State Highway Engineer and directed that an offer of $75.00 be made to Mr. James Easton for the purchase of property on Route 10, Section 1-C, Anderson Avenue-Harvard Place and in the event of his failing to accept said offer, that condemnation proceedings be entered into in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 10, Section 1-C, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

PARCEL #12

Beginning at a point in the intersection of the westerly line of Nineteen Street with the line between lots #8 and #36, and running

Thence (1) North thirty-six degrees, fifty-two minutes and thirty seconds East along the said westerly line of Nineteenth Street, a distance of thirty-two and seventy-nine one hundredths feet, to a point in the line between lots #35 and #36;

Thence (2) North fifty-three degrees, seven minutes thirty seconds West along the said line between lots #35 and #36, a distance of twenty-five feet;

Thence (3) South thirty-six degrees, fifty-two minutes and thirty seconds West, along the northerly line of Route 10, Section 1-C, a distance of thirty-two and seventy-nine one hundredths feet, to a point in the line between lots #8 and #36;

Thence (4) South fifty-three degrees, seven minutes and thirty seconds east along the said line between lots 8 and 36 a distance of twenty-five feet to the point or place of beginning, containing nineteen-one thousandths acres (0.019-A).

PARCEL #14

Beginning at a point in the intersection of the westerly line of Nineteenth Street with the line between lots 34 and 35, block 38, and running

Thence (1) North thirty-six degrees fifty-two minutes and thirty-seconds East, along the said westerly line of Nineteenth Street, a distance of fifty feet to a point in the line between lots 32 and 33;

Thence (2) North fifty-three degrees, seven minutes and thirty seconds, West along the said line between lots 32 and 33 a distance of twenty-five feet to a point in the northerly line of Route 10, Section 1-C;

Thence (3) South thirty-six degrees, fifty-two minutes and thirty seconds West, along the said northerly line of Route 10, Section 1-C, a distance of fifty feet to a point in the line between lots 34 and 35;

Thence (4) South fifty-three degrees, seven minutes and thirty seconds East, along the said line between lots 34 and 35 a distance of twenty-five feet to the point or place of beginning, containing twenty-eight one-thousandths of an acre (0.028 A)

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $75.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route 1, Right of Way

The State Highway Engineer presented a communication from the U. S. Rubber Company in connection with their property on Route 1 at New Brunswick, in which they requested that a cash allowance be made to them in lieu of building of bulkhead along their property as already authorized by the State Highway Commission. In this connection he recommended that an offer of $1842.00 be made to the U. S. Rubber Company with the understanding that the State is relieved from its obligation to build the bulkhead. Mr. Jelin moved that an offer of $1842.00 be made to the U. S. Rubber Company in lieu of the construction of a bulkhead by the State Highway Commission, provided that the U. S. Rubber Company will immediately proceed with the construction of the bulkhead, and in case they do not proceed with the construction of the bulkhead, that an offer of $1,000.00 be made, in either consideration the State Highway Commission to be relieved from its obligation to build the bulkhead. This was seconded by Mr. Kidde and adopted.

Route 9, Bound Brook Bridge.

State Highway Engineer Sloan reported the completion of bridge at M. P. 40.2 over Bound Brook on Route 9, and recommended final acceptance after inspection. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was referred to Commissioner Stewart for inspection and report to the Commission prior to final acceptance.

Offices

State Highway Engineer Sloan recommended that the Commission approve lease of office at 402 Broad Street, Newark, New Jersey, at a yearly rental of $1,200.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the lease of office at 402 Broad Street, Newark, New Jersey, and directed the Chairman to sign on behalf of the Commission.

Route 1, Passaic River Bridge.

State Highway Engineer Sloan stated that the repair work on the Passaic River Bridge as performed by the Frederick Snare Corporation was completed, the same having been opened to traffic on Friday, April 11th at 3:45 P.M. and he recommended acceptance of the same by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the repair work as performed on the Passaic River Bridge.

Route 1, Hackensack River Bridge

Commissioner Kidde requested that the State Highway Engineer prepare a report for the next meeting which will show the status of the suit between the Counties of Hudson and Essex and the owner of the ship which caused damage to the Hackensack River Bridge.

The State Highway Engineer submitted a sketch showing extension of the northeast fender on the Hackensack River Bridge, as submitted to this office by Col. Newcomer, with the statement that it is requested by navigation interests. The estimated cost of this work is $8,000.00, and Col. Newcomer requested information as to whether or not the State Highway Commission would be willing to carry out this work. After considerable discussion on the matter, Commissioner Kidde moved that Col. Newcomer be advised that the State Highway Commission does not feel that the requirements as set forth by him seem important enough to make this expenditure necessary, and to further advise that the Commission would like Col. Newcomer's opinion as to the necessity for the construction of these fenders. This was seconded by Mr. Jelin and adopted.

High Point Park Roads

The State Highway Engineer presented a communication from J. J. Stanton, Secretary of the Commissioners of High Point Park, requesting aid and equipment for use in repair of roads in High Point Park. On motion by Mr. Jelin, seconded by Mr. Kidde, it was directed that the Commissioners of High Point Park be advised that the State Highway Department will loan them the use of two trucks for a period of two months if they will send the necessary drivers to Trenton for the purpose of taking these trucks to High Point Park.

American Association of State Highway Officials.

The State Highway Engineer submitted a letter from Mr. Charles A. Mead, stating that there will be a meeting of the Sub-Committee on Bridges & Structures of the American Association of State Highway Officials in Washington on May 5th, 6th and 7th. The State Highway Engineer stated that the estimated expenses of his attendance will be approximately $60.00, and recommended that Mr. Mead be requested to attend this meeting and that his necessary expenses be paid by the State Highway Department. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that Mr. Mead be authorized to attend the meeting of the Sub-Committee of American Association of State Highway Officials at Washington on May 5th, 6th and 7th, as representative of the State Highway Department.

Insurance

The State Highway Engineer submitted a letter from the Superintendent of Plant and Equipment with reference to the matter of insurance on the trucks and equipment of the State Highway Department, in which he advised that he felt that some insurance which would protect the drivers from property damage was the most important consideration. On motion by Mr. Stewart, seconded by Mr. Kidde, the matter of the insurance of the State Highway Department trucks, and equipment, was referred to State Highway Engineer Sloan for further investigation and report to the Commission as to whether same could be made to include the drivers of the various trucks in operation.

Federal Aid- 7 Percent System

State Highway Engineer Sloan submitted for the information of the Commission a letter from Secretary of Agriculture Hon. H. C. Wallace, approving four additional routes as a part of the 7 Percent System of Federal Aid highways of New Jersey. The highways approved are as follows:

Trenton to New Brunswick (via New Brunswick Pike)
Merchantville, via Mount Holly, Pemberton, Browns Mills, Lakewood and Toms River.
Far Hills, via Chester, Newton, Branchville and Layton to Dingman's.
Bordentown, via Mount Holly, Medford and Indian Mills to Hammonton.

On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and filed.

At this time Chairman Scott stated that he would have to leave the meeting to attend a funeral and would not be at the afternoon session.

On motion by Mr. Stewart, seconded by Mr. Kidde, the meeting was recesses for luncheon at 1:30 P.M., to meet again in regular session at 2:30 P.M. The meeting reconvened again at 2:30 P.M. as agreed.

In the absence of Chairman Scott, Commissioner Kidde moved that Commissioner Stewart act as Chairman. This was seconded by Mr. Jelin and adopted.

Route 4, Manasquan Bridge, Federal Aid Project #59.

State Highway Engineer Sloan recommended approval of Project Agreement for the Manasquan River Bridge on Route 4 at M. P. 69.4, Federal Aid Project #59. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the Project Agreement for the Manasquan River Bridge at M. P. 69.4

Route 4, Alignment- Toms River

Commissioner Kidde presented two petitions which had been handed to him by Senator Mathis of Toms River, one from the Township of Berkeley and one from the Board of Freeholders of Ocean County, both of which were in favor of the State Highway Commission maintaining Route 4 through Toms River in its present location. On motion by Mr. Jelin, seconded by Mr. Kidde, the petitions were ordered received and filed.

Request for Aid-Warren County

The State Highway Engineer submitted a report on the matter of Federal Aid funds as requested by Warren County for elimination of the Brugler's Crossing on the Hainesburg-Columbia Road, Federal Aid Project #52, at the Lehigh & New England Railroad Company's grade crossing, and recommended that Federal Aid to the extent of $50,000 be extended for the elimination of this grade crossing. There was a considerable discussion of this matter, it being the feeling of the Commission that Federal Aid should only be extended on through Routes, and on motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Warren County be advised that the Commission does not have any Federal Aid funds available at this time which can be used in the elimination of this grade crossing.

Route 1, Section 5,
Hightstown-Millstone

State Highway Engineer Sloan submitted a request for hearing as made by Mr. James M. Davis, Counsel for Thompson & Glickman with reference to their claim for the return of $800.00 liquidated damages retained by the Commission for failure to complete Route 1, Section 5, Hightstown-Millstone River, on time. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that this communication be filed and Mr. Davis advised that the Commission feels that this matter has been closed and is not desirous of taking same up for any further consideration.

Camden County-M. V. Aid Schedule

The State Highway Engineer recommended approval of Motor Vehicle Aid Schedule and agreement for 1924 for Camden County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of Motor Vehicle Aid and Agreement for Camden County for 1924.

Atlantic County-M.V. Aid Schedule

The State Highway Engineer recommended approval of Motor Vehicle Aid Schedule and agreement for 1924 for Atlantic County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of Motor Vehicle Aid Schedule and agreement for 1924 for Atlantic County.

Gloucester County Repairs

State Highway Engineer Sloan recommended approval of award of contract by Gloucester County to the Barber Asphalt Company for 900 gallons of Asphalt Emulsion at their's the low bid of 19.6¢ per gallon. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the award of contract to the Barber Asphalt Company by Gloucester Company for 9000 gallons of Asphalt Emulsion at the low bid of 19.6¢ per gallon.

Cape May County Repairs

State Highway Engineer Sloan recommended approval of contract for painting of fences and posts on the Ocean City-Strathmere Road as made by Cape May County to Clouting & Godfrey. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the award of contract by Cape May County to Clouting & Godfrey for the painting of fences and posts on the Ocean City-Strathmere Road, the total contract price being $961.00.

Signs

State Highway Engineer Sloan submitted a description of cautionary signal, known as "Union Three Aspect Flagman" to be installed at Brugler's Corner on the Hainesburg-Columbia Road, Warren County, in order to comply with the request of the Federal Government as set forth in Project Agreement. Mr. Kidde moved that the application be approved and that Warren County be advised that as a matter of uniformity, the Commission would prefer that the other type of signal, that is, the Automatic Flashing Signal, be used instead of the type as submitted, it being the understanding of the Commission that either type could be approved by the Federal Government. This was seconded by Mr. Jelin and adopted.

Ocean County-Township Aid

State Highway Engineer Sloan recommended acceptance and final payment on Dewey Avenue, Ocean Avenue-4th Street, Lakewood Township, Ocean County. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted the completed work on Dewey Avenue, Ocean Avenue-Fourth Street, Lakewood Township, Ocean County, Township Aid, Force Account, and authorized final payment thereon.

Camden County-Township Aid

State Highway Engineer Sloan recommended acceptance and final payment on Spring Road, Winslow Township, Camden County, Township Force Account work. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted the completed work on Spring Road, Winslow Township, Camden Gounty, Township Aid Force Account and authorized final payment on same.

Camden County-Township Aid

State Highway Engineer Sloan recommended acceptance and final payment on Winslow Road, Winslow Township, Camden County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the completed work on Winslow Road, Winslow Township, Camden County, Township Aid, Force Account, and authorized final payment on the same.

Ocean County-Township Aid

State Highway Engineer Sloan recommended acceptance and final payment on Forest Avenue (County Line Road to Lake Drive) Lakewood Township, Ocean County Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the completed work on Forest Avenue, Lakewood Township, Ocean County Township Aid and authorized final payment thereon.

Ocean County-Township Aid

State Highway Engineer Sloan recommended approval of Township Aid Force Account Agreements for the improvement of the following roads in Lakewood Township, Ocean County, Township Aid Force Account work:

Lexington Ave. - 7th Street to County Line Road,
Clifton Ave. - 7th Street to County Line Road,
County Line Road - Madison Ave. to Greenville Church,
Meadow Avenue & Fulton St. - Main St. to Pine St.
John Street - River Avenue to Vine Street,
Fourteenth Street - Madison Ave. to Case Road.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the above Township Aid Force Account agreements for the improvement of roads in Lakewood Township, Ocean County.

Hunterdon County Repairs

State Highway Engineer Sloan recommended approval of 1924 Motor Vehicle Aid Schedule and agreement for Hunterdon County. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the 1924

Motor Vehicle Aid Schedule and agreement for Hunterdon County.

Essex County Repairs

State Highway Engineer Sloan recommended approval of 1924 Motor Vehicle Aid Schedule and agreement for Essex County. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the 1924 Motor Vehicle Schedule and agreement for Essex County.

Essex County Repairs

State Highway Engineer Sloan recommended approval of specifications for amiesite in competition with bituminous concrete in connection with the Essex County Repairs for 1924, the County being divided into two sections and bids to be received in each section on the two types. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of specifications for amiesite in competition with bituminous concrete in connection with Essex County Road Repairs for 1924.

Cedar Creek Bridge, Route 4

The State Highway Engineer recommended final acceptance by the State Highway Commission of the Cedar Creek Bridge at M. P. 41.1 on Route 4. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission accepted and authorized final payment on the Cedar Creek Bridge at M. P.41.1 on Route 4, the same having been completed under date of March 27th, 1924.

Ocean County-Township Aid

State Highway Engineer Sloan Sloan recommended acceptance of the Lake Drive-Case Road and 14th Street, Lakewood Township, Ocean County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the acceptance of Lake Drive-Case Road and 14th Street, Lakewood Township, Ocean County Township Aid Force Account and authorized final payment thereon.

Ocean County-Township Aid

State Highway Engineer Sloan recommended the acceptance of the Lanes Mill Road, Ridge Avenue, Ocean Avenue, Lakewood Township, Ocean County. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the acceptance of the Lanes Mill Road, Ledge Avenue, Ocean Avenue, Lakewood Township, Ocean County, Township Aid Force Account, and authorized final payment thereon.

Newton-Fredon Road, Sussex Co.

Mr. T. J. Wasser, representing the Public Service Production Company appeared before the Commission with reference to the contract of the Public Service Production Company for the construction of the Newton-Fredon Road in Sussex County. He stated that he had come before the commission at the request of Mr. Carl, the Vice-President of his company, in order to determine whether the Commission were willing to consider a change in the agreement under which this work was to be accepted. Mr. Wasser was informed that it was the feeling of the Commission that this agreement should not be changed, but that it should stand as originally made, that is, that the Public Service Production Company should furnish a five-year bond, guaranteeing the pavement, and that 25% of the contract price be retained as a further guarantee of the pavement, until the end of said five-year period.

Filing-Highway Department Records

Commissioner Kidde brought up the matter of proper filing of important records of the State Highway Commission, and the Chief Engineer was directed to prepare a report as to the methods pursued in maintaining a satisfactory record of important documents for the State Highway Commission.

Route 9, Westfield, and
Route 9, Cranford

Commissioner Stewart inquired as to how the work was proceeding in the Town of Westfield and in the Township of Cranford, and asked how soon the Department would be able to go ahead with these contracts. In connection with the Westfield matter, Mr. Bedwell was called before the Commission and he presented a letter which had been received from the Town of Westfield showing that they were not as yet able to agree as to the width of pavement to be constructed. After a discussion of the matter, Mr. Jelin moved that this matter be left in the hands of the State Highway Engineer and that the State Highway Commission proceed with the plans for the construction of a 20 foot pavement on this section, as already advertised. In connection with the matter of Route through Cranford, it was stated that the matter of necessary property rights was holding up the work, and the State Highway Engineer recommended that condemnation be proceeded with in all of these properties. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Engineer was directed to submit a report at the next meeting covering these properties in order that the proper condemnation proceedings might be authorized.

Route 9, Detours.

Commissioner Stewart also requested advice as to what work had been done toward putting the detour in shape which is to be used during the construction of Route 9, and requested that a report as to this matter be prepared for the Commission before the next meeting.

Route 7, Section 1

The State Highway Engineer reported that he had prepared an agreement to be entered into with the East Jersey Bridge Company covering the defective pavement on Route 7, Section 1. He further stated that this agreement had been approved by the Attorney General but was not satisfactory to the East Jersey Bridge Company. He requested that the State Highway Commission indicate whether they approve of the agreement as drawn, or whether they desire a new agreement to be drafted. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of the agreement with the East Jersey Bridge Company as prepared by the State Highway Engineer, with the provision that the words "in good and satisfactory condition" be changed to read "in as good condition as when accepted."

Advisory Board Reports

State Highway Engineer Sloan informed the Commission that the Advisory Board Reports had been received from the printer and requested advice from the Commission as to the distribution of same. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that these reports be kept intact and that no copies of same be distributed until further notice.

Paint - Maintenance Materials-State Highway

State Highway Engineer Sloan submitted a report of bids received on April 21st for the furnishing of ready mixed white lead paint, stating that eleven bids had been received, ranging in price from $2.13 to $2.90 per gallon and recommended that a contract be awarded to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract to E. I. DuPont de Nemours & Company of Philadelphia for the furnishing of 4,600 gallons of ready mixed white lead paint at their low bid of $2.13 per gallon or a total sum of $9,798.00.

State Highway Engineer Sloan presented a report on bids received on April 21st for the furnishing of ready mixed red lead paint, stating that nine bids had been received, ranging in price from $3.92 to $5.25 per gallon, and recommended award of contract to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract to George D. Wetherill & Co. Inc. of Philadelphia, for the furnishing of 400 gallons of ready mixed red lead paint at their low bid of $3.92 per gallon or a total lump sum of $1,569.00.

State Highway Engineer Sloan presented a report of bids received on April 21st for the furnishing of black graphite (ready mixed) paint, stating that twelve bids had been received, ranging in price from $1.15 to $1.79 per gallon, and recommended award of contract to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved award of contract to the Pittsburgh Plate Glass Co. of Newark, New Jersey, for furnishing 350 gallons of ready mixed black graphite paint at their low bid of $1.15 per gallon or in a total lump sum of $402.50.

Maintenance Materials-Asphaltic Oil
State Highway

State Highway Engineer Sloan presented a report of bids received on April 21st for the furnishing of Asphalt Cement Emulsion, advising that two bids had been received, and recommended award of contract to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract to the Barber Asphalt Company for the furnishing of 167,100 gallons of Asphalt Cement Emulsion for a total sum of $26,685.36.

The State Highway Engineer submitted a report on bids received on April 21st for the furnishing of Asphalt Grade "SCO", stating that three bids had been received, and recommended award of contract to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract to the

Atlantic Refining Company for the furnishing of 13,500 gallons of asphalt grade SCO on their low bid of $1147.50, for material f.o.b. plant and application, their freight rates being such as not to affect their low total.

The State Highway Engineer submitted a report on bids received on April 21st for the furnishing of asphalt Grade LK stating that two bids had been received and recommended award of contract to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the award of contract to the Asphalt Service, Inc. of New Brunswick, New Jersey, for the furnishing of 31,185 gallons of Asphalt grade LK on their low bid of $4365.91 for material f.o.b. plant and application, their freight rates being such as not to affect their low total.

Maintenance Material-Tar
State Highway

State Highway Engineer Sloan submitted a report on bids received on April 21st for the furnishing of tar grade X or U3, stating that two bids had been received and recommended award of contrac to the low bidder. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract to the Barrett Company for the furnishing of 20,705 gallons of Tar Grade X or U3 on their low bid of $302.22, for material f.o.b. plant, and application, their freight rates being such as not to affect their low total.

The State Highway Engineer submitted a report on bids received on April 21st for the furnishing of 286,815 gallons of tar Grade B or UB, on which two bids were submitted and stated that an investigation shows that the Barrett Company were low on 111,300 gallons and Theodore Tobish of Trenton, New Jersey, was low on 185,515 gallons of Tar grade U or UB, and recommended that award of contract be made to these two contractors for the quantity on which they submitted the low bid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract to the Barrett Company for the furnishing of 111,300 gallons of Tar grade B at a total amount of $14,339.83, their material f.o.b. base, plus application. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract to Theodore Tobish for the furnishing of 185,515 gallons of Tar Grade UB, at a total sum of $23,826.68, material f.o.b. base, plus application.

Maintenance Material-Slag State Highway

The State Highway Engineer submitted a report on bids received on April 31st for the furnishing of crushed slag dustless screenings, advising that an investigation showed that the National Slag Company had submitted the low bid on 3,860 tons, the Duquesne Slag Products Company on 3,310 tons, and the Philadelphia Slag Company on 875 tons, and recommended that award of contracts be made to the low bidders. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the following awards of contracts.

For the furnishing of crushed slag dustless screenings, to the National Slag Co. for 3,860 tons at $1.00 per ton, or a total of $3,860.00.

For the furnishing of crushed slag dustless screenings, to the Duquesne Slag Products Company for 3,310 tons, as follows

Pottstown	Plant	920 tons	@1.10 per ton	$1012.00
Wharton	"	2390 "	@1.25 " "	2987.50
			Total	$3999.50

For the furnishing of crushed slag dustless screenings, to the Philadelphia Slag Co. for 875 tons @ $1.15 per ton, or a total of $1,006.25.

Employments

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the following list of employments made since the last meeting of the Commission:

5-1-24	William J. Ryan,	Jr. Test. Chemist	$ 125.00 mo.
4-21-24	Wm. J. Fitzpatrick,	Jr. Insp.	125.00
4-21-24	Edgar B. Shrope,	Jr. Engr.	125.00
4-16-24	Chas. Scott,	Rollerman,	150.00
4-16-24	John Toolay,	Br. Tender,	95.00
4-15-24	Irving Thomas,	Title Searcher,	150.00
4-15-24	Burton Lloyd,	Motor Tr. Driver,	.40 hr.

Increases (hourly rate)

4-16-24	Walter T. White,	Mechanic,	.70 to .75
4-16-24	William H. Weber,	"	.60 to .65
4-16-24	William VanHise,	"	.60 to .65
"	J. W. Umstead,	"	.60 to .65
"	Raymond Tantum,	Motor Tr. Dr.	.50 to .55
"	John Rockford,	Mechanic,	.60 to .65
"	Frank Ryan,	Gar. Asst.	.50 to .55
"	Wm. J. Roche,	Laborer,	.40 to .45
"	Geo. W. Pollock,	"	.40 to .45
"	Leslie Mizsin, Jr.	"	.45 to .50
"	Leonard Kolb,	"	.40 to .45
"	Chas. Hart,	Mechanic,	.70 to .75
"	Samuel Hilditch,	Gar. Asst.	.45 to .50
"	Leroy B. Douglass,	Mechanic,	.65 to .70
"	John J. Burns,	Radiator Man	.65 to .70
"	Raymond Brady,	Mechanic,	.70 to .75
"	T. C. Adleison,	Laborer,	.40 to .45
"	Raymond Osborn,	Chauffeur,	.45 to .50
5-1-24	Arlington Stenson,	Cost Clerk	$ 90. to 100. mo.

Promotion

4-1-24	Frank Ryan,	Sr. Clk. Sten. to Prin. Clk.	$145.00 mo.

Accounting

Mr. Kidde requested that Mr. Howell be asked to prepare before the next meeting a complete report on the status of the work that has been performed or is under contract in each county, this report to include a record of the distribution of Federal Aid in each county for the last five years.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting adjourned to meet in regular session again on Tuesday, April 29th, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

APR 29 1924

MINUTES OF MEETING - April 29, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, April 29th, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting held on April 8th, and moved the approval of the same as mailed. This was seconded by Mr. Stewart and adopted.

Request for Aid-Monmouth County, Rejection of Plans

The Secretary reported that County Engineer Allen of Monmouth County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Allen reported that he would present plans and specifications for the Atlantic Highlands-Hendrickson's Corner Road #58, Section 2, and he would request that the Commission grant State Aid on this work or reject the same in order that the County might advertise. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that plans and specifications for the Atlantic Highlands-Hendrickson's Corner Road, Section 2, be rejected by the State Highway Commission, due to lack of funds.

Manasquan River Bridge, Route 4

The Secretary informed the Commission that the contractors desired information concerning awards on bids received on the 28th instant. State Highway Engineer Sloan presented the following report of bids received for the construction of the Manasquan River Bridge at M.P. 69.4 on Route 4 and recommended award of contract to S. S. Thompson & Co. of Red Bank, the lowest bidders at 93.8% of the Engineer's estimated units of cost.

S. S. Thompson & Co.	93.8%
F. W. Schwiers Jr., Co.	98.9
Empire Engineering Co.	99.49
Young & French	104.6
Michael Staub & Kolyn Const Co.	108.2
Frederick Snare Corp.	109.75
Edward P. Lupfer Corp.	109.7
Linde & Griffith.	123.5

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Manasquan River Bridge at M. P. 69.4 on Route 4, to S. S. Thompson & Co. of Red Bank, N.J. at their's the lowest bid of 93.8% of the Engineer's estimated units of cost, amounting to $424,695.78, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 6, Section 10, Quinton-Marlboro.

The State Highway Engineer reported the receipt of the following bids for the construction of Route 6, Section 10, Quinton - Marlboro section, in Salem County, and recommended award of contract to Michael Staub of Pitman, N. J. at his the lowest bid of $278,990.42.

Michael Staub.	$278,990.42
Sutton & Corson Co..	292,892.31
R. L. Bonham Co.	294,879.05
E. Riley Mixner Co..	296,185.00
Public Service Prod. Co.	308,525.53
Union Paving Co.	320,290.62

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 6, Section 10, Marlboro-Quinton section, to Michael Staub of Pitman, N. J. at his the lowest bid in the amount of $278,990.42, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 7, Section 3.

State Highway Engineer Sloan reported the receipt of the following bids for the construction of Route 7, Section 3, Andersons Corner-Colt's Neck section, and recommended award of contract to the lowest bidder, the Union Paving Co. of Philadelphia, at their's the lowest bid in the amount of $193,440.61.

Union Paving Company....................	$ 193,440.61
Ross & Whelan, Inc......................	200,372.01
Jannarone Cont. Co......................	202,850.54
Public Development & Cont. Co...........	204,729.25
S. S. Thompson & Co.....................	204,891.35
Joseph F. Burke.........................	216,971.89
J. M. Gibbs Const. Co...................	226,841.85

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 7, Section 3, Anderson's Corner-Colt's Neck section, to the Union Paving Co. of Philadelphia, at their's the lowest bid in the amount of $193,440.61, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 7, Section 2.

State Highway Engineer Sloan reported to the Commission the approval of plans and specifications and the advertisement for Route 7, Section 2, Golf Course to Anderson's Corner, and recommended ratification of this action by the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously ratified,confirmed and approved the action of the State Highway Engineer.

North Branch Bridge, Route 9

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications and directed advertisement on the North Branch Bridge at M. P. 29.6 on Route 9. This was seconded by Mr. Jelin and adopted.

Musconetcong River Bridge, Route 5

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of plans and specifications and the advertisement for the Musconetcong River Bridge at M. P. 20.0 on Route 5. This was seconded by Mr. Kidde and adopted.

Route 5, Dover

The Secretary informed the Commission that as directed at the last meeting, Mr. O. G. Schultz, General Manager of the Morris County Traction Company, was invited to meet with the State Highway Commission to-day for the purpose of discussing the matter of paving the trolley track area on Route 5, through Dover, and Mr. Schultz was now present. On motion, duly seconded, a hearing was granted to Mr. Schultz.

Commissioner Kidde advised Mr. Schultz that the State Highway Commission was now contemplating the improvement of Route 5 through Dover, and all preliminary work was completed except for an agreement with the trolley company as to the pavement within the trolley track area, and he asked Mr. Schultz to make a statement as to what the trolley company proposed to do in this locality. Mr. Schultz stated that he was in receipt of a communication from the Department some time ago on this matter, on which he had advised that his company was financially unable to proceed with this work, although there was an obligation on the part of his company to replace the track material and to do the street paving in Dover whenever the type of pavement on the street was changed. He stated, however, that it was his purpose to take this matter up again as soon as plans were presented to him by the State Highway Commission, with the receivers of his company in an effort to determine just how far the company could proceed. He stated that he desired to know how much was involved in the cost of the work in order that the receivers might go before the Public Utility Commission and secure permission to do the work. Commissioner Stewart then went thoroughly into the matter of finances of the Morris Traction Company and ascertained that the total indebtedness of the company at the present time on a $3,000,000 capitalization is $150,000.00, of which $100,000.00 was for unpaid taxes for the past two years. Mr. Schultz also advised the Commission that since the receivership about $30,000.00 of the indebtedness has been paid off, and it is expected within the next ten days to begin paying some of the taxes, and it was hoped to pay all the indebtedness by the end of about three years. Commissioner Stewart inquired as to how the Traction Company proposed to finance the purchase of new equipment and he was informed by Mr. Schultz that the credit of the Traction Company was very good with the car trust, in view of the fact that the cars are leased until they are fully paid for. Mr. Schultz explained that the main purpose in the bankruptcy of the Morris Traction Company was for reorganization of their finances in order to cut the bonds in half. Commissioner Stewart inquired what obligation Mr. Schultz admitted as to the roadway in Dover. Mr. Schultz advised that under the reading of the ordinances the Traction Company is obligated to do the paving between the tracks but it would be necessary to secure permission from the Public Utility Commission before the work could be done. He stated that if the money could be obtained his company will arrange for the rehabilitation of its tracks and if a permanent pavement was to be placed on the street, new paving should be done within the tracks although the present track material still has a five or six year life. He stated also that the company must provide for some matters which may arise in Madison and Chatham since in Morristown it was already agreed that his company would furnish the new track material through the constructed portion of the work. Commissioner Stewart inquired whether the receivers would be guided by the recommendations of the General Manager, and Mr. Schultz advised that this was practically true and he would be glad to take the matter up with the receivers as soon as possible, which would be within a week. Commissioner Jelin suggested that State Highway Engineer Sloan attend the meeting with the receivers when the entire matter could be explained from the standpoint of the State Highway Commission. Mr. Schultz stated that he would be glad to notify the State Highway Engineer of the date of this meeting.

Sussex-Port Jervis Road, Sussex Co.

The Secretary informed the Commission that Judge H. T. Kays, Counsel for the Board of Freeholders of Sussex County was present and desired a hearing. On motion duly seconded, a hearing was granted. Judge Kays appeared as spokesman and stated that the County authorities were anxious to ascertain the feelings of the State Highway Commission on the matter of the paving of the Sussex-Port Jervis Road. He advised that under the Federal Aid granted to Sussex County the County was ready to proceed with the construction of a shale surface road, but could not guarantee that a hard surfaced pavement would be placed thereon with the time required by the Federal Government. He asked whether the State Highway Commission would consider the substituting of other State moneys in the place of the Federal Aid funds in order that this work might proceed. He estimated the distance from Sussex to the New York State Line as about eleven miles and the estimate for the work of grading and drainage as given to the Federal Government was $349,874.00.

County Engineer Snook was the next speaker for the County and advised that the cost of the work could be minimized by reducing the grading so that the cost per mile would only be $20,000.00. State Highway Engineer Sloan informed the Commission that it was his suggestion that the County might proceed from other State funds, but he understood that the County would conform in all respects to the requirements of the Federal Government so far as alignment and grading was concerned, but that there was no guarantee as to when the hard surface would be placed on the road. Mr. Wayne DuMont, President of the High Point Park Commission, next addressed the Commission and advised that High Point Park was being developed in a very economical manner by his Commission and was being made a beauty spot for visitors from the United States, and he felt that the State of New Jersey should aid in the improvement of the road leading to High Point Park, and he suggested that the State improve that section of road from Coleville to the entrance to the Park at the Lodge building, a distance of about five miles. Mr. Stanton, Secretary to the High Point Park Commission, also urged this improvement.

Commissioner Kidde inquired whether the County was prepared to proceed with its share of the cost of completing the entire road work if the State Highway Commission would substitute some other funds for Federal Aid funds. The amount which the State Highway Commission would pay toward the work, therefore, would amount to $165,000.00. Judge Kays informed the Commission that the County of Sussex was very heavily bonded for its road work and could not possibly consider doing this work all in one year, but he believed that the County authorities were ready to go ahead on the basis of the State granting 50% of the cost of the work. Commissioner Kidde stated that there could be no percentage arrangements but that the State's share would be the same as Federal Aid, namely, $165,000.00. In the discussion which followed the Freeholders did not seem to be of one opinion as to the best method for financing this work and Commissioner Kidde moved that the matter be laid over for consideration subject to a communication to be received from the County of Sussex, advising of their decision to accept the $165,000.00 for improving the Sussex-Port Jervis Road with shale construction in accordance with all the requirements of the Federal Bureau of Public Roads, said work to be completed within three years from the date of contract. This was seconded by Mr. Jelin and adopted.

Route 2, through Bordentown

The Secretary informed the Commission that Mr. Frederick, City Treasurer of Bordentown, was present with a delegation of Commissioners from Bordentown for the purpose of discussing matters in connection with the construction of Route 2 through Bordentown. On motion duly seconded, a hearing was granted. Mr. Frederick appeared and informed the Commission that the City of Bordentown was withholding payment to the State of an amount of $11,825.35, pending a decision as to damage claims filed against the State by properties of Black and Purcell on the line of Route 2 through Bordentown. He informed the Commission that the claim of Mr. Black is for $500.00 and that of Mr. Purcell for $1,000.00, and that the City of Bordentown officials were desirous of having these matters settled in connection with the final settlement due the State on work done on extra widening in Bordentown, and for which there was an amount due the State from the City. Mr. Moore, Assistant Construction Engineer of the State Highway Department, explained to the Commission in detail concerning this matter. He advised that when the construction of Route 2 was under way it was necessary to change the grade of the road in front of these properties and at the same time an opinion was received from the Attorney General's Department to the effect that the State Highway Commission has no liability when grades are changed as it cannot assess benefits against property owners when the new road enhances the value of their property. Commissioner Kidde inquired of Mr. Moore whether there was any particular damage done the properties and Mr. Moore stated that he did not feel that the properties had suffered any in view of the fact that provisions were made for the carrying off of water from the Purcell property. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be taken under consideration until an opportunity was had for viewing the properties in question.

Mountain Ave., Hackettstown

The Secretary informed the Commission that a delegation from the Common Council of Hackettstown was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Edward Kilpatrick, acting as spokesman for the delegation, informed the Commission that at the present time, there are contracts under way on Routes 5 and 12, and when completed will give a 40-mile stretch of improved highway in that locality with the exception of a short stretch of road at Hackettstown. He informed the Commission that by the construction of Mountain Avenue which leads into Hackettstown there will be joined Routes 5 and 12 at a saving of about $75,000.00 over the cost of completing the connection as arranged for by the Engineering Division of the State Highway Department. He further advised that the Town of Hackettstown stood ready to pay for additional width of pavement and for necessary curbs and would give a 50 foot width at the point where the two roads would join near the monument in Hackettstown. Mr. Kilpatrick stated that it was true that the line suggested by the Engineers was the better of the two, but he believed that the State should be willing to save $75,000.00 until the traffic demands required that the line should be built. Commissioner Kidde called the attention to the fact that the improvement of Mountain Avenue would be in effect a local improvement, and he suggested that the County of Warren be asked to share in the cost of the improvement of Mountain Avenue and in the event the project could be divided so that the Town, County and State would each share one-third of the cost, there was a possibility of it receiving favorable consideration from the State Highway Commission. The estimated cost of the improvement on Mountain Avenue was placed at $55,000.00, of which the Town's portion in widening would be $15,000.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be taken under consideration until further advice was received from the Town of Hackettstown.

Patented Pavements

The Secretary informed the Commission that Mr. M. H. Weeks of the Headley Good Roads Company, together with Mr. Cary, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Weeks appeared and advised the Commission that his company had asked for the privilege of placing a type of pavement known as "Bitutop" in competition with other asphaltic tops. He informed the Commission that this pavement was composed the same as other bitumen pavements but the asphalt content was of an emulsified character and thus made a cold mixed type of pavement. Commissioner Jelin inquired whether this type of pavement was patented. Mr. Weeks informed the Commission that his company was operating under no patents except for the fact that the Barber Asphalt Company is now bringing suit for infringement and their case is, at the present time, in the courts. He further informed the Commission that his company stood ready to save the State harmless against any royalties which the courts might exact, and he also stated that this type of pavement could be produced by any of the concerns which make emulsified asphalt products. He informed the Commission that the County of Camden would be willing to place such a pavement in competition with others if the Commission could see its way clear to grant permission. State Highway Engineer Sloan informed the Commission that he was well satisfied with the results of the emulsified asphalt for patching work, but he desired to look into the matter of its use on pavement work before recommending the same to the Counties. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered held for consideration.

Main St., Clifton (Route 11, Connecting Link) ✓

State Highway Engineer Sloan informed the Commission that a thorough investigation had been made of the ability of the State Highway Department to perform the asphalt work on East Main Street, Clifton, and he was prepared to recommend that the State Highway Commission do the work for the County of Passaic for the sum of $1.76 per square yard, said work to include the removal of temporary curbing, and he would also recommend that the asphalt plant now in possession of the Department be moved to the work for the purpose of mixing the binder course, and that asphalt be purchased for pavement from local plants. After discussion on the various items entering into this cost, Commissioner Kidde moved that the Board of Freeholders of Passaic County be notified that the State Highway Commission is ready to proceed with the work of paving East Main Street, Clifton, in accordance with specifications to include the removal of concrete curb for the stated price of $1.76 per square yard, subject to proper contract to be entered into by the State Highway Commission and the County of Passaic for doing the work. This was seconded by Mr. Jelin and adopted.

Commissioner Jelin called attention to the fact that this price would save to the County of Passaic approximately $10,000.00 over their last lowest bid received, and would include the moving of equipment from Trenton to Paterson.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:00 P.M. to meet again in regular session at 2:30 P. M. The meeting reconvened again at 2:30 P.M. as agreed, with the same members present as at the morning session.

Sussex-Port Jervis Road

The Secretary presented a communication handed to him during the lunch hour by Mr. H. T. Kays, Attorney for the Board of Freeholders of Sussex County, advising that the Board of Freeholders are unanimous in their request to eliminate Federal Aid from the Sussex-Port Jervis Road, and to finance the same between the County and State, each to pay 50% of the cost of the grade in accordance with such plans as may be approved by both parties for temporary pavement to be placed on said road, to be of shale construction and financed to cover a period of three years. Commissioner Kidde stated that in this letter the Board of Freeholders of Sussex County did not appear to understand the fact that the Commission had pledged a definite sum of money in lieu of Federal Aid. Commissioner Stewart, therefore, moved that the communication from Judge Kays for the Board of Freeholders of Sussex County be acknowledged with a statement of regret that the letter does not conform to the understanding of the State Highway Commission as to suggestions made in the meeting this morning, namely, that the State would advance $165,000.00 to the construction of eleven miles of road extending from Sussex, New Jersey, to the New York State Line near Port Jervis, New York, and on further understanding that the entire road should conform, in its construction, to the requirements of the Federal Government and be satisfactory to the State Highway Commission, and further that the project should be financed to completion within three years. This was seconded by Mr. Jelin and adopted.

Bound Brook Bridge, Route 9

Commissioner Stewart reported the inspection of the Bridge on Route 9 at Bound Brook at M.P. 40.2 and moved the acceptance and final payment on the same, subject to approval of the final papers by the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Route 7, Corlies Avenue

The Secretary informed the Commission that Mr. Fraser of the East Jersey Bridge Company, together with Mr. Goldenbach his Attorney, were present and desired further hearing on the matter of the bond to be furnished covering the defective workmanship and material on the construction of Route 7, Corlies Avenue. On motion, duly seconded, a hearing was granted. Mr. Goldenbach addressed the Commission and stated that all matters in connection with the bond were satisfactory except for the fact that the East Jersey Bridge Company desires to be notified when any defects appear in the work in order that they might have an opportunity to correct such defects themselves before any work was done by State Highway forces. Commissioner Kidde stated that this could not be done because of the fact that the bond must save the State completely without any chance for argument on the part of the contractors. Commissioner Jelin also explained that the Commission had determined not to do this at the last meeting for the reason that the proper agent for notification may not be known. Commissioner Stewart stated that he believed that the matter had been gone into very thoroughly by the State Highway Department and had been given exceptional consideration and he did not believe the State Highway Commission should do anything further than what had already been done for the contractors on this work. Commissioner Kidde stated that he believed that it would be an act of courtesy to notify the contractors, if possible, when work was to be done, but there should be nothing contained in the written bond on this point.

Cape May-Lewes Ferry

The Secretary presented a communication from Mr. C. D. Buck, Chief Engineer of the Delaware State Highway Department, advising that he did not believe that the members of the Delaware State Highway Department would care to seriously discuss the project on the Cape May-Lewes Ferry until the Delaware law has been revised and made constitutional. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Route 12, Section 2

State Highway Engineer Sloan recommended to the Commission the final acceptance of the completed work on Route 12, Section 2, Parsippany-Denville section, which was completed as of December 15, 1922, in view of the fact that the bonding company has furnished suitable bond covering the five-year guarantee on 600 feet of pavement for which the State Highway Department made no payment, due to the fact that the same did not comply with the specifications. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 12, Section 2, Parsippany-Denville section, subject to proper deductions.

Route 4, Morgan Grade Crossing

State Highway Engineer Sloan presented a form of agreement to be entered into with the Central Railroad of New Jersey for the construction of grade crossing elimination at Morgan on Route 4 in which agreement the Railroad Company agrees to contribute $75,000.00 as its proportionate share of the cost of the work in three yearly installments of $25,000.00 each, without interest, further providing the State Highway Commission will abandon and close the existing grade crossing coincident with the opening of the new overhead bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the agreement with the Central Railroad of New Jersey for the elimination of the Morgan Grade Crossing on Route 4.

Right of Way-Route 4.

State Highway Engineer Sloan presented to the Commission an agreement with the Monmouth Lighting Company whereby the company conveys to the State all its rights and interest in Parcel #4-B on Route 4, required at the Morgan Grade Crossing elimination, without charge, the State assuming responsibility and expense of removing existing steel brdige and trestle and giving the Lighting Company a perpetual privilege of maintaining a transmission pole line upon the property, and he recommended that this agreement be accepted on the part of the State. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the recommendation of the State Highway Engineer for the acquisition of Parcel #4-B on Route 4 from the Monmouth Lighting Company.

Invitations

The Secretary called the attention of the Commission, at this time, to several invitations which were extended to the Commissioners on occasions throughout the month of May, the first of which was an invitation from the State Association of Freeholders to attend a shad dinner at Salem on Tuesday, May 6th. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed the Secretary to accept the invitation on behalf of the Commission with the advice that such members of the Commission that can attend will be present.

The next invitation was that from the Salem County Board of Freeholders to a shad dinner in Salem on May 14th. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary acknowledge this invitation with the advice that the State Highway Commissioners will endeavor to attend this dinner.

The Secretary informed the Commission that he also had an invitation for the Commission from the Cumberland County Board of Freeholders for the Commissioners to make an inspection of the oyster beds on May 1st or May 8th with the State Board of Shell Fisheries Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary notify the Cumberland County Board of Freeholders that the State Highway Commission will accept this invitation for May 8th and such Commissioners as will find it convenient will be present.

Advisory Board Reports

Commissioner Kidde, at this time, directed attention to the fact that the Advisory Reports are printed and should be distributed to the municipal authorities interested, in order that proper conferences might be arranged and he moved that the Secretary arrange for tentative dates on which conferences can be held with the City authorities of Jersey City and Camden in the matter of proposed routes outlined by the Advisory Boards for the relief of traffic from the tunnel and bridge. This was seconded by Mr. Jelin and adopted. In connection with this matter Commissioner Kidde moved that three copies of each of the Advisory Board Reports be forwarded to each member of the Boards as appointed by the Commission, for their reference. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde moved that Advisory Board Reports covering the work in Jersey City and Camden be forwarded to the officials and constituted city authorities of these respective location, subject to there being a proper record of the names of individuals who receive such reports. This was seconded by Mr. Jelin and adopted.

Fenwick Creek Bridge, Route 6

State Highway Engineer Sloan presented to the Commission a communication from the Attorney General, advising that there is an opportunity to compromise in the amount of $17,500.00 on the claim of Campbell vs. the County of Salem, for work on the Fenwick Creek Bridge. He advised the Commission that his own recommendation for compromise had been on the basis of paying $14,484.41. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Attorney General be advised that the State Highway Commission is willing to approve a settlement on the basis of paying $14,484.41 on the final estimate and said payment to be made without prejudice in the suit, and in the event of failure to accept on the part of the contractor, that the Attorney General be advised the proceed with the suit.

Equipment and Supplies

The Secretary requested information from the Commission as to whether they desired information from the Department when there is a question as to the low bidder on the purchase of supplies, equipment, etc. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in the receipt of quotations by the State Highway Department for purchasing supplies, equipment, etc., that are needed directly by the State Highway Department under the general form of quotation, all items that exceed $500.00 per unit be brought to the attention of the State Highway Commission for decision, and also that all items on which there is any question as to the low bidder, be brought to the Commission for final disposition.

Tottenville-Staten Island Bridge

The Secretary presented a communication from the New York State Bridge & Tunnel Commission, together with a copy of report of that body on the proposed bridge between Perth Amboy, N.J. and Tottenville, Staten Island. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to obtain a sufficient number of reports in order that the same might be studied by each member of the Commission.

Essex County-General

The Secretary presented a resolution from the Essex County Board of Freeholders advising of the appointment of Mr. William A. Stickel, County Engineer of Essex County as County Supervisor of Roads at the annual salary of $1.00, said appointment to become effective on March 1st, 1924. On motion by Mr. Kidde, seconded by Mr. Jelin, the resolution was ordered received and placed on file.

Route 16, Somerville

The Secretary presented a resolution from the Borough of Somerville, expressing its disapproval of the plans for the abandonment of the present Lehigh Valley grade crossing on Route 16, and agreeing with the stand taken by the Somerset County Board of Freeholders in requesting that this elimination be on a straight line instead of a six degree as projected. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this communication be acknowledged and that the Secretary give to the Borough of Somerville the same reasons as were expressed to the Board of Freeholders of Somerset County, bearing on this improvement.

Signs-State Highway

The Secretary presented a communication from Mr. S. P. Leeds, President of the Atlantic City Chamber of Commerce, suggesting to the Commission that for the convenience of tourists the numbers on the poles along the State Highways be placed on the side facing the road, instead of parallel to the road as at present. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission ordered the acknowledgment with thanks and with the advice that the Commission will look into the suggestion.

Grade Crossings-General

The Secretary presented to the Commission a communication received by Chairman Scott from J. N. McCall, Chairman of the Maryland State Road Commission, calling attention to the fact that the railroad will be compelled to expend over one million dollars in equipping themselves with automatic train control devices, whereas this money could be expended for the elimination of existing grade crossings and thereby would save more life on highway grade crossings than would be saved by experimenting with this money for automatic train control devices. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with thanks and with the further statement that the matter of railroad regulation is entirely a public utility matter and therefore the State Highway Commission can exercise no jurisdiction thereon.

Laboratory-State Highway

State Highway Engineer Sloan directed attention to the fact that certain changes may be necessary at the Chemical Laboratory during the next six months, and there was now presented for approval the agreement with the Department of Conservation & Development for the use of the Laboratory for a six months period beginning May 1st. Commissioner Kidde moved that the agreement for the use of the Laboratory be executed by the Chairman and that the Department of Conservation & Development be advised that the Commission is taking under consideration the terms of a new contract. This was seconded by Mr. Jelin and adopted. Commissioner Kidde also moved that the State Highway Engineer present at the next meeting a comprehensive report on the proposed change in location for the Laboratory and also as to the matter of personnel by which the work can be handled. This was seconded by Mr. Jelin and adopted.

Insurance-State Highway Dept.

The Secretary presented to the Commission a statement from the Commercial Casualty Insurance Company advising that the policy as issued to the State Highway Commission covering liability and property damage insurance, would have an attached indorsement so that it would cover any driver operating these cars or trucks with the permission of the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter of auto liability insurance be referred to the State House Commission for suggestion and recommendation with the advice that the matter is presented due to the fact that the State Highway Commission is interested in protecting the employees of the Department.

Right of Way-Albany Street Br.

The Secretary presented a report from the Right of Way Department, advising that the condemnation Commission in the matter of the Manion property on Route 1, had made an award of $5,500.00 for this property as against the State 's offer of $2,800.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that it be noted that the decision reached by the condemnation Commissioners is unsatisfactory to the Commission and that an appeal is authorized through the office of the Attorney General.

Right of Way-Route 8.

The Secretary presented a bill for the sum of $100.00 from Judge Joshua Salmon, who represented an employee of the State Highway Department in a suit brought by Miss Annie Lines in connection with property on Route 8. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the payment of an amount of $100.00 to Judge Joshua Salmon for professional services rendered.

Abandonment-Route 2, Section 5.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the adoption of the following resolution abandoning a portion of Route 2, Section 5, Bordentown-Crosswicks Creek:

> RESOLVED, that in accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919, whereby the State Highway Commission may by resolution, take over as a State Highway any route, routes or parts thereof, or vacate parts thereof, you and through you, the County of Burlington, is respectfully advised that effective May 1st, 1924, the State Highway Commission will abandon in the name of the State of New Jersey and vacate as a part of State Highway Route 2, a certain described portion and thus relinquish responsibility for the improvement and maintenance of such portion of the road, taken over September 1st, 1919, between Crosswicks Creek and Bordentown in Bordentown Township, Burlington County, the part to be vacated being more particularly described as follows:

BEGINNING at a point on the center line of the road as taken over on September 1, 1919, between Crosswicks Creek and Bordentown in Bordentown Township, in Burlington County, said point being thirty-three (33) feet from the center line of the present State Highway Route 2, Section 5, as constructed, at Station 1371 plus 10, more or less; thence (1) in a northeasterly direction four hundred (400) feet, more or less to a point, thence (2) in a northwesterly direction seven hundred (700) feet more or less to a point on the center line of the road as taken over, said point being thirty-three (33) feet from the center line of the present State Highway Route 2, Section 5, as constructed, at Station 1380 plus 91, more or less; it being the intention of the State Highway Commission to vacate and abandon that portion of the old road, as taken over September 1, 1919, lying outside the limit of the acquired right of way of the new road as constructed sixty-six (66) feet wide, between Station 1371 plus 10, more or less, and Station 1380 plus 81 more or less, as shown on the attached plan.

This was seconded by Mr. Jelin and adopted.

Abandonment-Route 3, Section 10.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the adoption of the following resolution for the elimination of a portion of Route 3, Section 10, Kirkwood-Berlin:

> RESOLVED, that in accordance with the provisions contained in Article #3, Chapter 14, Laws of 1917 and the amendment thereto in Chapter 22, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or parts thereof, or vacate parts thereof, you and through you, the County of Camden is respectfully advised that effective May 1st, 1924, the State Highway Commission will abandon in the name of the State of New Jersey, and vacate as a part of State Highway Route 3, certain described portions, and thus relinquish responsibility for the improvement and maintenance of such portions of road, taken over on September 1st, 1919, between Berlin and Kirkwood in Berlin Township, Camden County, being more particularly described as follows:
>
> BEGINNING at a point on the center line of the road as taken over September 1st, 1919, between Berlin and Kirkwood, in Berlin Township, Camden County, said point being thirty-three (33) feet from the center line of the present State Highway Route 3, Section 10, as constructed, at Station 635 plus 62 more or less; thence (1) along the center line of the road as taken over in a northwesterly direction seven hundred eighty (780) feet more or less to a point; thence (2) bearing to the left in a northwesterly direction three hundred seventy-five (375) feet more or less to a point; thence (3) bearing to the right in a northwesterly direction eight hundred sixty (860) feet more or less to a point on the center line of the road as taken over, said point being thirty-three (33) feet from the center line of the present State Highway Route 3, Section 10, as constructed at Station 655 plus 25 more or less; It being the intention of the State Highway Commission to vacate and abandon that portion of the old road as taken over September 1st, 1919, lying outside the limits of the acquired right of way of the new road as constructed sixty-six (66) feet wide, between Station 635 plus 62 more or less and Station 655 plus 25 more or less, as shown on plan.

This was seconded by Mr. Jelin and adopted.

Route 10, Bluff Road

Commissioner Kidde inquired as to what disposition was being made of property which was authorized to be returned to the owners at the same price paid by the State for property on Route 10, Bluff Road section. The Secretary informed the Commission that four properties had been accepted by the owners while there were still several who had not yet responded. Commissioner Kidde suggested that another notice be forwarded to the owners of property adjacent to State

Highway land, advising that a number of parcels had been sold and they be urged to take up the property as soon as possible.

Right of Way-Route 9.

On recommendation of the State Highway Engineer, Commissioner Kidde moved acceptance of $200.00 from L. C. Wyckoff for his house to be moved off the Dealaman property on Route 9, Section 11, Lincoln Avenue; Mr. Wyckoff also to pay the cost of moving the building. This was seconded by Mr. Jelin and adopted.

Sidewalks-White Horse Pike

State Highway Engineer Sloan presented to the Commission a communication from J. J. Albertson, County Engineer of Camden County, requesting information from the Commission as to what was proposed to be done in the matter of providing sidewalks on Route 3 over the White Horse Pike. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file with the advice that this matter is now in the hands of the Attorney General for opinion. A reply will be made when such opinion is received.

Morris Canal Bridges-Complaint

State Highway Engineer Sloan presented a communication from Mr. J. H. Hann, Clerk of the Borough of Washington, New Jersey, enclosing a letter written by him to the Morris Canal & Banking Company, complaining of the dangerous conditions existing on the bridges crossing the Morris Canal on Belvidere Avenue, Washington, which is on the line of the new State Highway Route between Trenton and Buttzville. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file. Commissioner Kidde stated that he had spoken to the Chairman of the Morris Canal Abandonment Committee and he had informed them that in the event they desired to appoint the Highway Commission to perform the work of tearing down bridges and filling in the roadway, the Commission would be glad to do this work. State Highway Engineer Sloan advised the Commission that it was his purpose as soon as the State Highway Construction Program was under way, to make further survey of bridges on State Highways and arrange for some method of replacing existing bridges with permanent alignment.

Signs-State Highways

State Highway Engineer Sloan presented a communication from the State Forester, requesting permission to place forest fire warning signs on posts which are erected by the State Highway Department and used for directionary and cautionary signs and he recommended that such permission be granted. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized forest fire warning signs to be placed on State Highway posts.

Signs-State Highway

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Maintenance on the matter of erection of signs in accordance with suggestions made at a previous meeting of the Commission, whereby signs 5' X 10' in size could be erected at beginning and ending points of State Highway construction at a cost of approximately $50.00 each installed. Commissioner Kidde moved that one sign such as recommended be made up and erected on the Trenton-Lawrenceville Road, in order that the same might be viewed by the Commission before any further action is taken. This was seconded by Mr. Jelin and adopted.

Employments

State Highway Engineer Sloan presented to the Commission the following employments as made by him since the last meeting of the Commission and recommended ratification of same:

5-1-24	Wm. F. Corbett,	Jr. Insp.	$ 125.00 mo.
4-23-24	G. M. Garwood,	" "	125.00
4-23-24	A. B. Lincoln,	Asst.Civil Engr.	165.00
5-5-24	Robb. A. Worley,	Jr. Test. Engr.	125.00
4-25-24	B. F. Stokes,	Sr. Cost Clerk	125.00
4-16-24	A. D. Hills,	Jr. Engr.	125.00
4-23-24	L. L. Vogts,	Material Insp.	125.00
5-1-24	H. J. McAleavy,	Jr. Insp.	125.00
4-25-24	Geo. Mitchell,	Rollerman,	150.00

Hourly Employments

4-16-24	Robt. Mossbrook,	Motor Tr. Dr.	.45
4-21-24	G. M. Almond,	Garage Asst.	.45
4-8-24	Donald Payne,	Motor Tr. Dr.	.45
4-8-24	William Tomlin,	Motor Tr. Dr.	.45
4-8-24	George Mixner,	" " "	.45
4-8-24	Wesley Bates,	" " "	.45
4-8-24	E. J. Johnson,	" " "	.45
4-8-24	Geo. H. Sunpkins,	" " "	.45
4-8-24	Elbert Tribbett,	" " "	.45
4-22-24	Harry Cox,	Garage Asst.	.45
4-16-24	Chas. Parker,	Motor Tr. Dr.	.40
4-22-24	Geo. O. Dell,	" " "	.40
4-21-24	Clarence Sutton,	" " "	.45

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ratified, confirmed and approved the recommendation of the State Highway Engineer.

Increase-J. J. Newmark

State Highway Engineer Sloan presented a recommendation for increase in compensation for J. J. Newmark, Office Engineer, from $275. to $300. per month, effective April 1st. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Extension of Time, Route 13,Sec. 5.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of an extension of time of ten days to Messrs. Grant & Driver, contractors on bridges at M. P. 1.0 and M. P. 2.6 on Route 13, Section 5, Trenton-Lawrenceville section. This was seconded by Mr. Jelin and adopted.

Extension of Time, Route 13,Sec.6.

State Highway Engineer Sloan presented to the Commission a letter received from L. J. Sieling, contractor for bridges at M. P. 3.9, 5.7 and 7.9 on Route 13, Section 6, Lawrenceville-Princeton section, and recommended to the Commission that this application for extension of time be denied, in view of the fact that the progress on this work has been unsatisfactory. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved and an extension of time was denied.

Right of Way-Route 9.

On recommendation of the State Highway Engineer, Commissioner Jelin moved that condemnation proceedings be instituted in accordance with the following resolution, where same is found necessary for the acquisition of Parcels 3, 4, 5, and 6 on Route 9, Section 15, through Cranford:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 9, Section 15, All that certain Lot, tract or parcel of land, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 3

BEGINNING at a point where the southwesterly property line of M. Aanodt intersects the southeasterly line of North Avenue in the Township of Cranford, County of Union, and State of New Jersey; thence (1) along said southeasterly line of North Avenue N46°44'E

30' to the dividing line between lands of said Aanodt and Est. Hannah Randolph, thence (2) along said dividing line between lands of said Aanodt and Est. Hannah Randolph S 43°16'E 70' to a point in the dividing line between lands of M. Aanodt and Walter Mooney; thence (3) along said dividing line between M. Aanodt and Walter Mooney S0° 20'W 43.5' to a point in the northeasterly line of a driftway of said M. Aanodt N 43°16'W 101.5' to the place of beginning. Containing 0.059 acres.

Parcel No. 4.

BEGINNING at a point where the dividing line between lands of Estate of Hannah Randolph and M. Aanodt intersects the southeasterly line of North Avenue in the Township of Cranford, County of Union and State of New Jersey; thence (1) N46°44'E along the said southeasterly line of North Avenue 30.17' to an angle in said line; thence (2) still along the southerly line of North Avenue S89°40'E 26.42' to the dividing line between lands of said Est. Hannah Randolph and Walter Mooney; thence (3) along said dividing line between lands of said ESt. Hannah Randolph and Walter Mooney S 0°20'W 71.50' to the northeast corner of land of M. Aanodt, thence (4) along dividing line between lands of said Est. Hannah Randolph and M. Aanodt N 43° 16'W 70' to the place of beginning. Containing 0.046 acres.

Parcel No. 5.

BEGINNING at a point where the dividing line between lands of Walter Mooney and Est. Hannah Randolph intersects the southerly line of North Avenue in the Township of Cranford, County of Union and State of New Jersey; thence (1) along said southerly line of North Avenue, S 89°40'E 25' to the dividing line between lands of said Walter Mooney and Jos. Degorie; thence (2) along said dividing line between lands of said Walter Mooney and Jos. Degorie S 0° 20'W 115' to a point , said point being the southeast corner of Walter Mooney's land; thence (3) N 89°40'W and parallel to first course 25' to dividing line between lands of said Walter Mooney and M. Aanodt; thence (4) along said dividing line between said Walter Mooney and M Aanodt and Walter Mooney and Est. Hannah Randolph N 0°20'E 115' to place of beginning. Containing 0.066 acres.

Parcel No. 6.

BEGINNING at a point when the southeasterly line of North Avenue and the southwesterly line of a driftway intersect, in the Township of Cranford, County of Union and State of New Jersey, thence (1) along the southwesterly line of the driftway S 43°16'E 109 feet to an angle in said line of driftway; thence (2) still along southerly line of said driftway S 89°40'E 6 feet; thence (3) at right angles with said southerly line of driftway or S 0°20'W 20 feet to a R. R. Mon.; thence (4) along southerly line of Joseph Afflerback's land N 89°40'W 77.33 feet; thence (5) along the dividing line between lands of said Joseph Afflerback and Est. Hannah E. Randolph N 43°16'W 73.36 feet to the southeasterly line of North Avenue; thence (6) along the said southeasterly line of North Avenue N 46°44' E 65 feet to the place of beginning. Containing 0.154 acres.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute

condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Kidde and adopted.

Federal Aid-Route 10, Section 6.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of project agreement for Federal Aid on Route 10, Section 6, Hackensack-Paterson section, known as Federal Aid Project #65-A. This was seconded by Mr. Kidde and adopted.

Maintenance Material-Cape May Co.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of contract between Cape May County and the Birdsboro Stone Co. for the furnishing of trap rock. This was seconded by Mr. Jelin and adopted.

Roosevelt Blvd., Section 2

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract by Cape May County to Monihan & Hall of Ocean City for the construction of the Roosevelt Boulevard, Section 2, Cape May County, Motor Vehicle Aid work. This was seconded by Mr. Kidde and adopted.

Lakeside Blvd, Ocean County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of award of contract by Ocean County to Charles T. Kavanagh, for the construction of the Lakeside Boulevard, Ocean County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Morris County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of Motor Vehicle Aid Schedule and Agreement for Morris County. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Ocean County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of 1924 Motor Vehicle Aid Schedule and Agreement for Ocean County. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Passaic County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Motor Vehicle Aid Schedule and Agreement for

1924 for Passaic County. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Warren County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Motor Vehicle Aid Schedule and Agreement for Warren County for 1924. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde inquired as to whether all Motor Vehicle Aid Agreements had been turned in for the Counties of the State, and he was advised that there were still several counties to be heard from. He, therefore, moved that Assistant State Highway Engineer Reed be requested to urge the counties to forward the 1924 Schedules and that a statement be prepared as to the names of those counties from which no reports have been received.

Motor Vehicle Aid-Camden County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for Kings Highway in Camden County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of plans and specifications for Warrick Road, Camden County, Motor Vehicle Aid work. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Cape May County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the rejection of plans and specifications for 26th St. and Central Avenue in North Wildwood, Cape May County, Motor Vehicle Aid work, due to lack of funds. This was seconded by Mr. Jelin and adopted.

Rejection of Plans-Cape May Co.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the rejection of plans and specifications for Sea Isle Boulevard, Cape May County Motor Vehicle Aid work, due to lack of funds. This was seconded by Mr. Jelin and adopted.

Township Aid-Atlantic County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for the Buena-Tuckahoe Road, Section 3, Weymough Township, Atlantic County, Township Aid. This was seconded by Mr. Jelin and adopted.

Township Aid-Hunterdon County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of plans and specifications for Three Bridges in Readington Township, Hunterdon County, Township Aid work. This was seconded by Mr. Jelin and adopted.

Township Aid-Morris County

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for the Long Valley-Fairmount Road, Section 2, Washington Township, Morris County Township Aid. This was seconded by Mr. Jelin and adopted.

Township Aid-Union County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of application and agreement for Township Aid on Cranford Avenue, Linden Township, Union County. This was seconded by Mr. Kidde and adopted.

Route 4, Section 23 and 24

State Highway Engineer Sloan reported to the Commission that the contract for the construction of Route 4, Section 23 and 24, by the Department of Institutions and Agencies had been executed by that Department and was now returned for approval by the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the contract with the Department of Institutions & Agencies for the construction of Route 4, Sections 23 and 24, in accordance with plans and specifications of the State Highway Department, work to be done by Inmate Labor and to be financed throughout by the Department of Institutions & Agencies through their revolving fund.

Amboy Bridge-Advisory Board

The Secretary informed the Commission that the membership of the Memorial Bridge Committee was complete and that this Committee was now awaiting a date for the first meeting to be called by Chairman

Scott. Commissioner Jelin suggested that Chairman Scott might ask Mr. J. L. Clevenger, Secretary of the Memorial Bridge Advisory Board to find a definite location where the first meeting could be held. Chairman Scott then directed that the Secretary follow the suggestion of Commissioner Jelin and ascertain from Mr. Clevenger as to a suitable place near the site of the new Amboy Bridge where a meeting could be held.

Records-State Highway Department

The Secretary presented to the Commission in detail, the matter of records of the State Highway Department as affecting contracts, agreements, franchises, etc. as was requested at the last meeting. No action was taken except that Commissioner Kidde suggested that the Accounting Division should have a method of controlling all agreements in which there was a financial question involved.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting adjourned at 5:45 P. M., to meet in regular session again on Tuesday, May 6th, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MAY 6, 1924

OCT. 21, 1924

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MINUTES OF MEETING - May 6th, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, May 6th, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General H. L. Scott, Chairman, and Messrs. Walter Kidde and Abraham Jelin.

Absent: Mr. Percy H. Stewart, on important business in New York.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting of April 15th and moved the approval of the same as mailed. This was seconded by Mr. Jelin and adopted.

Employments-Bridge Division

The Secretary presented a communication signed by six members of the Bridge Division, requesting the Commission to grant further extension of time on the allotments for commutation fare between Newark and Trenton, necessitated by the moving of the Bridge Office from Newark to Trenton. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be referred to the State Highway Engineer for proper disposition.

Hearing-Middlesex County

The Secretary informed the Commission that a delegation from Middlesex County was present and desired a hearing at this time. On motion, duly seconded, a hearing was granted. There appeared Messrs. Haight, Applegate and Vandenberge and County Treasurer Hilker. Assistant State Highway Engineer Reed presented a report on the conditions of roads as outlined in the 1924 Schedule filed by Middlesex County on road maintenance. In this report Mr. Reed stated that the county had proceeded to do considerable work on its maintenance schedule without having the same approved by the State Highway Commission. He advised that the schedule was received in this office on April 10th, after which time it was necessary to make inspection on all roads named therein. He reported that he did not believe there could be any improvement in the work done in Middlesex County on the basis of having road work done by districts. He recommended that before approval of the schedule by the State, the County be directed to place important links in proper condition to meet with the approval of the State Highway Commission and also agree to make some change in its methods of road repair work. Freeholder Haight informed the Commission that the County was willing to try to follow the directions of the State Highway Commission, but it was impossible to complete all the roads in the schedule without additional funds. He advised further that no additional funds could be allotted in view of the fact that the County budget was already prepared for the year. He also informed the Commission that there was need to spread the money over a greater mileage than any other county in the State and for this reason the work could not be done any better by the county than was accomplished. Commissioner Kidde took occasion to call the attention of the Board of Freeholders to the fact that the county is certainly not carrying on its maintenance work in an efficient manner by spreading the money so thinly over all the roads. He suggested that the county prepare some schedule of work over a definite period of years whereby a substantial improvement could be made to all county roads, even though the moneys in hand are not as great as the needs of the case would develop. Commissioner Kidde also questioned the seriousness of the County Board of Freeholders in failing to adopt some measures for its road repairs, in view of the fact that the State Highway Commission had withheld moneys due on the Motor Vehicle Schedule in 1923 for similar reasons. Mr. Reed cited to the Commission the case of the New Durham Road which is under the control of two Freeholders, with the result that there is a gap in the road which is not repaired while the two ends of the road are in repair. After discussion Mr. Haight suggested that it might be possible for the Board of Freeholders to allow the State Highway Commission to go in to Middlesex County with its own funds and do such repair work in such a manner as they desired without any controversy with the Board of Freeholders. Commissioner Kidde suggested that Assistant State Highway Engineer Reed prepare a report, in detail, giving the amount of money already spent by Middlesex County for the making of repairs up to this time. In addition, this report should include recommendations as to the roads on which the remaining funds of the County and State can be applied to the best advantage, and to make such further recommendations as to the nethods by which the County Board of Freeholders can improve the efficiency of the work being done in the County, said report to be presented by State Highway Engineer Sloan after careful review.

Road & Bridge Bonds-1924

The Secretary reported to the Commission that upon advice from the Comptroller, it was necessary for additional bonds to be issued for the 1924 road and bridge work and he presented the recommendation of the State Highway Engineer for the apportionment of the $8,000,000 bond issue on the basis of $5,000,000 for roads and $3,000,000 for bridges. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

WHEREAS, Chapter 262 of the Laws of 1922 passed by the New Jersey Legislature March 17, 1922, and adopted at a general election November 7, 1922, in accordance with the provisions of the State constitution provides that bonds in a principal amount not to exceed $40,000,000.00 shall be issued for the purpose of paying the cost of constructing, improving, reconstructing and rebuilding the State Highway System as authorized by law or portion thereof, including bridges which are a part thereof, which said bonds shall be known as State Highway Bonds and which shall ~~not~~ be payable in not to exceed fifteen years from date of issue for highway construction and not exceeding thirty years from date of issue for bridge construction, and

WHEREAS, Section 6 of the said Chapter 262 of the Laws of 1922 provides that the State Highway Commission shall certify to the Issuing Officials the amount required for the purposes for which the said bonds are authorized in a total amount not to exceed $8,000,000.00 in any calendar year and that the said Commission shall designate the separate amounts required for the purpose of highway construction and bridge construction,

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission of the State of New Jersey does hereby certify to the Issuing Officials of the State of New Jersey that there is required for the purposes of carrying out the provisions of Chapter 262 of the Laws of 1922, the sum of $8,000,000.00 during the calendar year 1924, to be issued as follows: for the purpose of paying cost of construction, improving, reconstructing and rebuilding of roads in the sum of $5,000,000.00, and for the purposes of paying the cost of constructing, improving, reconstructing and rebuilding of bridges on the said roads, in the sum of $3,000,000, and

BE IT FURTHER RESOLVED, that a copy of this resolution be certified to the said Issuing Officials as referred to in the said Chapter 262 of the Laws of 1922.

Invitation

The Secretary presented a communication received from the Secretary of the State Association of Chosen Freeholders of New Jersey, inviting the Commission to attend a shad dinner and monthly meeting of the Association at the Salem County Country Club on this day. On motion duly seconded, the communication was ordered received with thanks, it being the intention of Chairman Scott and Commissioner Kidde to attend this dinner.

Route 6, Fenwick Creek Bridge

The Secretary presented a communication from the Attorney General requesting the State Highway Commission to have expert witnesses ready to attend the trial of Campbell vs. the County of Salem, on Thursday, May 8th. The Secretary informed the Commission that the Attorney General had again suggested to him the possibility of a settlement of this case without going to court. After discussion of this matter, Commissioner Jelin moved that the Attorney General be requested to exercise his best judgment in the matter of looking for the best interests for the State and to make settlement of the case of Campbell vs. the County of Salem in an amount not to exceed $16,500.00. This was seconded by Mr. Kidde and adopted.

~~Perth~~ Amboy Bridge-Route 4

State Highway Engineer Sloan presented to the Commission the question of the desirability of lowering the footings of a number of the piers on the Amboy Bridge in order to provide for possible future dredging and improvement of the water front. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was ordered referred to the State Highway Engineer for estimates as to the cost of doing this work, the suggestion being made that an estimate also be prepared for doing this work on the three piers out in the river.

Route 9, Section 15, Cranford

Commissioner Kidde inquired as to the type of pavement proposed to be constructed in the Town of Cranford. State Highway Engineer Sloan then presented to the Commission a report on conditions through the Township of Cranford, on Route 9, Section 15, wherein the Township Engineer made the request that the "center of the town" in Cranford be eliminated from the present contract of the changes in buildings and drainage work and the Township Committee would be willing to enter a joint agreement with the State for the paving from curb to curb on the remaining sections, construction to be of concrete. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the recommendation of the State Highway Engineer for the elimination from the work on Route 9, Section 15, through the Township of Cranford, of that portion in the "center of the Town".

Route 16, Section 8.

The State Highway Engineer reported to the Commission the following bids received on May 5th for the construction of Route 16, Section 8, Harlingen Cut-Off and recommended award to Graham VanKeuren, the lowest bidder, in the sum of $45,965:

Graham VanKeuren	$ 45,965.00
T. J. M. Contracting Co	46,860.00
Sigafoos & Poore	50,582.40

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 16, Section 8, Harlingen Cut-off, to Graham VanKeuren, at his, the lowest bid received in the amount of $45,965.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 5, Beaver Brook Bridge.

State Highway Engineer Sloan presented to the Commission the following list of bids received on May 5th for the construction of Beaver Brook Bridge on State Highway Route 5, Section 11 at M. P. 5.3, and recommended award to T. M. Gibbs Const. Co. of Philadelphia, at their's the lowest bid in the amount of $31,953.36.

T. M. Gibbs Construction Co	$ 31,953.36
R. T. & C. D. Stewart Co	32,530.00
Salmon Bros	34,547.00
Arnolt-More, Inc	35,900.00
Dover Boiler Works	37,885.00
D. B. Hoover	40,633.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Beaver Brook Bridge at M. P. 5.3 on State Highway Route 5, Section 11, to T. M. Gibbs Construction Co. at their's the lowest bid in the amount of $31,953.36, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 9, Section 11.

State Highway Engineer Sloan reported to the Commission that only one bid, and that in irregular form, was received on May 5th for Route 9, Section 11, Lincoln Avenue, Plainfield, and he would recommend that readvertisement as of May 5th be approved. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the readvertisement of Route 9, Section 11, Lincoln Avenue, Plainfield section, and the Chief Clerk is directed to place the necessary readvertisement as of May 5th.

Maintenance Materials-State Highway

State Highway Engineer Sloan presented to the Commission the report of bids received on April 21, 1924 for the furnishing of crushed stone and one-quarter inch washed gravel, the recommendation for award being to the low bidder in each case for the tonage indicated. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized award of contract for crushed stone for 1924 maintenance work as follows:

Contractor	Tonnage	Amount
Orange Quarry Co., West Orange, N. J.	165	$ 377.00
Raritan Merchantile Co., Perth Amboy, N. J.	2870	5,740.00
Consolidated Stone & Sand Co., Upper Montclair, N. J.	2570	4,202.00
W. A. Fergusons' Sons Co., Little Falls, N. J.	1730	3,027.00
Birdsboro Stone Co., Philadelphia, Pa.	175	252.75
Miles-Bitting Co., Allentown, Pa.	3830	5,269.35
Graham VanKeuren, Jersey City, N. J.	555	1,110.00
Pompton Crushed Stone Co., Bloomingdale, N. J.	2920	4,658.00
Morris County Crushed Stone Co., Morristown, N. J.	4420	6,846.50
F. R. Upton, Inc., Newark, N. J. (Bound Brook)	7365	10,421.00
F. R. Upton, Inc., Newark, N. J. (Summit)	425	780.00
F. R. Upton, Inc., Newark, N. J. (Califon)	1795	2,513.00
Lambertville Stone Quarry Co., Philadelphia, Pa.	13335	18,134.75
Delaware River Quarry & Const. Co., Lambertville, N. J.	6215	7,948.85
	48370	$ 71,280.00

Hackensack River Bridge-Route 1

The Secretary presented a communication from A. T. Vanderbilt, County Counsel for the Board of Freeholders of Essex County, advising that testimony is still being taken upon the subject of damages for the wrecking of the Hackensack River Bridge by the "Glendaruel" and

and just as soon as a decision is reached as to the amount of damages fixed, this information will be forwarded to the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and acknowledged with thanks.

Employments

State Highway Engineer Sloan presented a report of employees approved by him since the last meeting of the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously ratified, approved and confirmed the following appointments and increases as made since the last meeting of the Commission:

Monthly Rate

5-1-24	Harry S. Ewan,	Gravel Patrolman	$ 95.00 mo.
4-1-24	Harry S. Ewan, Jr.	" "	85.00
5-1-24	Jas. S. Cassaday,	" "	75.00
5-1-24	Chas. Molia,	" "	95.00
5-1-24	Guy Cavagnaro,	" "	85.00
5-1-24	Louis Gardella,	" "	75.00
5-1-24	Wm. H. Crooks,	" "	75.00
5-1-24	Thos. Rossatto,	" "	85.00
5-1-24	John Link,	" "	95.00
5-1-24	C. M. Reeves,	Div. Material Insp.	155.00
5-1-24	Morris Balbresky,	Jr. Clerk Typist	55.00
5-1-24	Jos Didrencz,	Junior Clerk	55.00
5-1-24	Ellen Shaw,	Telephone Operator	75.00
5-1-24	S. S. Everett,	Rollerman,	150.00
5-1-24	Harold Tess,	Gravel Patrolman,	85.00
5-1-24	Oliver Farrington,	" "	90.00
5-1-24	Michael C. Gragumto,	Jr. Engineer,	100.00
5-1-24	Carmie Lafalce,	Rollerman,	150.00
5-1-24	Hugh J. Pary,	Rodman,	90.00
5-8-24	Frank Levingston,	Rodman,	90.00
4-2-24	Elmer Miller,	Rollerman,	150.00
5-1-24	J. M. Perry,	Office Boy,	40.00
5-7-24	Russell A. Martin,	Jr. Inspector,	125.00
5-5-24	Wm. G. Stoner,	Sr. Clerk Stenog.	115.00
5-1-24	C. J. Frazier,	Gravel Patrolman	75.00
5-1-24	Ralph Dayton,	" "	75.00
5-1-24	David Link	" "	75.00

Hourly Rate

4-28-24	Earl Russell,	Motor Truck Driver	.45
4-29-24	Willis Veach,	" " "	.40

Increases

5-1-24	Phillip Logan,	Laborer,	$80 to $95	per mo.
5-1-24	Richard Davis,	"	80 to 85	" "
5-1-24	Samuel Shebell,	Mot. Tr. Dr.	$.45 to .50	" hr.
5-1-24	David Lipman,	" " "	.45 to .50	" "
5-4-24	Geo. Lear,	Lab. Mech.	$125. to 135.	" mo.
5-1-24	A. E. Watov,	Test. Chemist	165. to 195.	" "

Chairman Scott informed the Commission that it was now time to proceed to the meeting of the State Association of Chosen Freeholders at Salem, and on motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 12 o'clock noon to be convened again on Tuesday, May 13th, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - May 13, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton on Tuesday, May 13, 1924. The meeting was called to order at 11:00 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, and Messrs. Walter Kidde, Percy H. Stewart and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having carefully read the minutes of the meeting held April 22, and he moved the approval of the same with the correction on Page 3, second paragraph, last line to substitute the words "price to be named by" instead of "actual cost to". This was seconded by Mr. Jelin and adopted.

Claim-New Brunswick Boat Club

The Secretary informed the Commission that a hearing had been requested by representatives of the New Brunswick Boat Club. On motion, duly seconded, a hearing was granted. There appeared Mr. E. U. Kent and Mr. W. R. VanNostrand of the New Brunswick Boat Club and advised the Commission that by authority given in a resolution of the Board of Freeholders of Middlesex County, the Boat Club was authorized to attach mooring tackle to a pier of the Albany Street Bridge and an iron stairs was provided for. They complained that now that the Albany Street Bridge is being widened, no provision is being made for the replacing of the stairs and moorings. A petition was made to the Highway Commission that these be replaced since the financial condition of the Club is such that it cannot afford to spend the money for this work. Chairman Scott informed the visitors that the State Highway Commission had no intention of doing harm to any one interested and if there has been any damage done the Boat Club, which should be corrected, the same will be attended to. Commissioner Kidde inquired whether there was any obligation on the part of the State in this matter in view of the fact that no rentals were being collected. Commissioner Stewart stated that the Boat Club appeared to have a vested right and to be entitled to its location. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway

Engineer for investigation and report.

Middlesex County Road Repairs

The Secretary informed the Commission that a hearing had been requested by the Board of Freeholders of Middlesex County on the matter of the County road repair schedule. On motion, duly seconded, a hearing was granted. There appeared County Counsel F. F. Richardson and all the members of the Board of Freeholders of Middlesex County. Mr. Richardson acted as spokesman, informing the Commission that the County Board of Freeholders was awaiting a report from the State Highway Commission on its attitude toward the County road schedule with special reference to the fact that the State Highway Commission had promised at its last meeting to make a report for the benefit of the county in its work. Mr. Richardson informed the Commission that the County was very desirous of cooperating with the State, but felt that not only the main highways should be taken care of but also the rural roads in order to permit the farmers to reach their markets. He advised that the county was very willing to have any assistance that the State might give and he further stated that the county has confidence in the membership of the State Highway Commission and in its Engineering Staff, and will cooperate to the limit. He stated that it was the purpose of the county to provide funds next year to do its county work in accordance with the requirements of the State, but he pleaded that the county be permitted to proceed with its schedule as at present with proper supervision by the State, since no change could be made in the County Budget until next year. Mr. Haight of the Board of Freeholders, asked for the recommendations of the State. A report was presented to the Commission by State Highway Engineer Sloan and read. This report referred to the fact that of the total estimated cost of the work to be done by Middlesex County, there was the sum of $273,500.00, of which $125,000.00 had already been expended, leaving the balance of $148,500.00 for completing the schedule for the balance of the year, this sum inclusive of the Motor Vehicle Aid granted by the State. This report laid out a plan whereby twenty-six thoroughfares in Middlesex County could be properly provided for, leaving the remainder of the roads to be taken care of at a later date. Mr. Richardson argued that while it was desirable, from the point of view of the users of the main highways, to follow the plan suggested by the State, it was not expedient for the rural districts, although he admitted that to maintain operations on the present basis was not a satisfactory system. Commissioner Stewart called attention to the fact that the result looked for by both the State and the County was good roads for travel. He stated that he realized the conditions under which Middlesex County was trying to work and the State was very anxious to help the County and has in mind sending into the County some one who will look after the road maintenance and make sure that such roads as are repaired will stay repaired, and that a system would be worked out whereby the County would have its work done and where districts had suffered he stated that the Highway Commission was willing to assume the burden of responsibility to the people. He stated that if the County would be willing to meet the Commission half way, cooperation would be assured. Mr. Haight raised the question as to whether in the event the State Highway Commission should undertake the work now, the work already done by Middlesex County would be credited in order that funds might be secured by the County for proceeding with their work. State Highway Engineer Sloan answered this question by stating that since the county has already obligated itself for certain work and materials, the Commission, in order to give credit for what has been done, must necessarily cut down on the amount of work contemplated in the revised schedule. The County Officials, continuing the conference with the Commission, pleaded the fact that it is impossible for them during the present year to follow out the schedule as laid out by the State Highway Commission and make the rural roads passable, but gave the promise that in the preparation of the next Budget for 1925, ample provision would be made to take care of all roads. Commissioner Jelin stated that he felt in sympathy with the Board of Freeholders of Middlesex County in the fact that there are a number of rural roads which should be kept in good condition, and inasmuch as the county had expressed a promise to cooperate to the fullest extent with the Commission in 1925, he was willing that an effort be made to do the very best that can be done under existing conditions, and also to send a man into Middlesex County to assist the County Board. Mr. Richardson informed the Commission that the County was very willing to have a representative from the State come in and help spend its road money. Commissioner Kidde then moved that the State Highway Engineer be designated to review the revised schedule submitted by him, with the Board of Freeholders of Middlesex County, with a view of adjusting that schedule to a working basis, and that an Inspector be designated to follow through the work and see that it is done in accordance with the agreement, the entire plan subject to the ruling of the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

Prospect Ave., Essex County

The Secretary informed the Commission that Mr. W. A. Stickel, County Engineer of Essex County and Mr. Hynes of the Board of Freeholders were present and desired a hearing before the Commission. On motion, duly seconded, a hearing was granted. Mr. Stickel informed the Commission that Essex County was very desirous of proceeding with the completion of the entire section of Prospect Avenue in Verona and West Orange from Bloomfield Avenue to the Northfield Road. He stated that it was estimated the total cost of the road would be $275,000.00 against which there has been applied State Aid balances remaining to the credit of Essex County from the 1923 account, in the sum of $45,000.00. He made the request that if the Commission felt that Essex County should proceed with the entire improvement at this time, the County would be willing to go ahead on the basis of 40% to be paid by the State and the remainder by the county. Commissioner Kidde informed the Commission that this improvement was a very desirable one and he would recommend that Motor Vehicle funds be applied. He moved that there be allotted from the Motor Vehicle funds for Prospect Avenue from Bloomfield Avenue to Northfield Road in Verona and West Orange, 40% of the cost not to exceed an additional amount of $60,000 to that set up out of the 1923 funds. This was seconded by Mr. Stewart and adopted.

Route 5, Right of Way.

The Secretary informed the Commission that Right of Way Engineer Meeker was present with Mr. VanBlarcom, representative of the Gertrude Alliger Estate on Route 5, Section 11, on which property the State

Highway Commission had authorized an offer of $2,275.00 or condemnation proceedings, in view of the fact that the owners of the property were asking $4500.00. Mr. VanBlarcom presented to the Commission appraisals from experienced tree growers, placing $50.00 each as the price for 79 trees taken with the property. Commissioner Stewart informed Mr. VanBlarcom that the Commission had received an independent appraisal from an officer of the New Jersey Agricultural College in which the trees were valued in total at $575.00, thus bringing the cost of the land and trees much below the figure asked for and at the price quoted by the Commission. After considerable discussion pro and con, Mr. VanBlarcom requested some advice as to whether the Commission would be willing to compromise the amount since his client was not desirous of condemnation proceedings. Mr. Kidde stated that he would be willing to add an amount which would equal the cost to the State of condemnation proceedings, which would be in the neighborhood of $200.00. Mr. Stewart, therefore, moved that an offer of $2500.00 be made to the Gertrude Alliger Estate for property on Route 5, Section 11, without prejudicing the condemnation proceedings authorized by the Commission in the event the said offer is rejected. This was seconded by Mr. Jelin and adopted.

Route 9, thru Westfield.

The Secretary informed the Commission that Mr. Blair, Town Engineer of Westfield, was present with reference to the paving of Route 9, through Westfield. On motion, duly seconded, a hearing was granted. Mr. Blair informed the Commission that Westfield was very desirous of paving full width on Route 9, through the Town, and felt that the State Highway Commission should cooperate by granting 22 feet of pavement in lieu of necessary shoulders in the event the extra width was not attained by the municipality. The State Highway Engineer informed the Commission that provision has already been made in the contract for the paving of 20 feet but a supplemental contract could be entered into for extra widening if necessary at the unit price bid in the contract. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that 22 feet of pavement be shared in by the State in the construction of Route 9 through

Westfield, and the State Highway Engineer be directed to provide the necessary extra work in such suitable contract as may be drawn, the entire widening to be paid for by the State with reimbursement to be made by the Town of Westfield for the width beyond 22 feet. Commissioner Stewart not voting.

Flemington-White House Road, Hunterdon County.

The Secretary informed the Commission that Mr. Grant Davis, County Engineer of Hunterdon County, was present to discuss the Flemington-White House construction. On motion, duly seconded, a hearing was granted. Mr. Davis appeared before the Commission and advised that he had presented the contract to the State Highway Commission for approval for the improvement of the Felmington-White House Road by Warren Thompson the lowest bidder. In this connection, Assistant State Highway Engineer Reed presented a report in which he informed the Commission that the work performed by Mr. Thompson in 1923 was not carried out within the proper time, and that Mr. Thompson had insufficient equipment to assure a satisfactory completion within the time scheduled by the County, and it was recommended that Section 1 of the work be awarded to the second low bidder and Section 2 be awarded to Mr. Thompson. Mr. Thompson, the low bidder, was present at the meeting, and Mr. Jelin asked that he be heard. Mr. Thompson stated that he would admit that there was great difficulty in carrying out his work last year, due to the fact that he ran into harder construction than contemplated and he advised the Commission that he had made ample provision for equipment and stated that he had sufficient experience to know that both sections of this job could be done by one man much better than if the sections were divided. He also stressed the point that this road was directly in front of his home and would, therefore, have constant supervision. County Engineer Davis advised the Commission that the County of Hunterdon had awarded both contracts to Mr. Thompson, the low bidder. On motion by Mr. Kidde, seconded by Mr. Jelin, decision in the matter was ordered held until after lunch.

Route 4, Perth Amboy

The Secretary presented a communication received from Mr. L. F. Booz, City Engineer of Perth Amboy, requesting an opportunity to appear with Mr. S. R. Kelsey, on the matter of street locations in Perth Amboy. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that a hearing be granted on May 27th, 1924.

Commissioner Jelin made a request that he be given more definite property lines on that property needed for new alignment on Route 4 through Perth Amboy.

Commendations

The Secretary presented a communication from the Town of Cranford, expressing commendation to the State Highway Commission for cooperation given by the State Highway Commission and its Engineer on the work through Cranford. On motion, duly seconded, the communication was ordered acknowledged with thanks.

The Secretary presented a communication from the Millville Chamber of Commerce, commending the State Highway Commission for its action in taking over Route 20 from Westville to Millville. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered acknowledged with thanks.

Route 5, Trolley tracks.

The Secretary presented a report received from Construction Engineer Bedwell on the meeting held with the receivers of the Morris County Traction Company of Morristown, on the 7th instant, in which report Mr. Bedwell advised that the Receivers stood ready to cooperate on the paving of the track work through Springfield on Route 5, but would not do otherwise than furnish and place new rails and equipment through Morristown, Madison and Chatham. As to the conditions in Dover, it was reported that this was not yet ready for paving on account of drainage construction and therefore was not entered into. On motion duly seconded, the report was received and placed on file.

Route 2, Bordentown-Right of Way

The Secretary requested information from the Commission as to whether any decision was to be reached on the matter of claim for property damage at the Black and Purcell properties on Route 2 at Bordentown. Commissioner Kidde reported having viewed the conditions existing at these properties and while he could not see any material damage to either property, in the case of that of purcell, the house was now too close to the road. Commissioner Stewart stated that even though the house was now standing in a worse location than before the road was improved, there was a ruling from the Attorney General to the effect that the Commission could not be held responsible for damages caused by changes in grade, and he moved that the communication be forwarded to the representatives of Bordentown to the effect that the State Highway Commission is advised by the Attorney General that the State cannot pay damages under the circumstances of this case and it is, therefore, unable to do anything for Messrs. Black and Purcell. This was seconded by Mr. Kidde and adopted.

Shore Relief Route

The Secretary presented a communication from Mr. L. P. Bozz, Engineer for the Madison Improvement Association, offering a new line for a relief route for Shore Traffic. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and referred to the State Highway Engineer for study and information.

Grassy Sounds Bridge, Cape May County

The Secretary presented a resolution from the Cape May Board of Freeholders, advising of the fact that they had declared abandonment on the contract for the Grassy Sounds Bridge. On motion by Mr. Jelin seconded by Mr. Stewart, the State Highway Commission ratified, confirmed, and approved the action of Cape May County Board of Freeholders in abandoning the contract on the Grassy Sounds Bridge.

Route 1, George St., New Brunswick.

The Secretary presented a communication from T. H. Hagerty, Attorney for the City of New Brunswick, advising that the City was now ready to proceed with the improvement of George Street with the aid of the State as already granted, and was ready to finance the Public Service Corporation for its share of the work, same to be paid by the State to the City and the City to be reimbursed by the Public Service Corporation. The Secretary informed the Commission that an opinion had been received from the Attorney General's Department to the effect that an agreement could be entered into with the City covering this matter. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the State cooperate in the improvement of George Street, New Brunswick, by advancing to the City of New Brunswick the cost of repaving the trolley tracks on George Street, subject to approval of the arrangements by the Attorney General.

Route 9, Right of Way.

The Secretary informed the Commission that he had received a communication from the Attorney General's Department recommending settlement to be made in the case of condemnation of the Manion property on Route 9. Commissioner Jelin informed the Commission that he would not favor a continuance of the appeal which was directed at a previous meeting of the Commission and he moved that the award of $5,500.00 as made by the Condemnation Commissioners for the Manion property, be ratified, confirmed and approved by the State Highway Commission, and that the appeal be discontinued. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:00 P.M., to meet in regular session again at 2:30 P.M. The meeting was reconvened again at 2:30 P.M. as agreed, with the same members present as at the morning session.

Flemington-White House Road

Commissioner Jelin requested that the State Highway Engineer make a report with recommendation on the award of contracts for the Flemington-White House Road in Hunterdon County. State Highway Engineer Sloan informed the Commission that the work done by Mr. Thompson in 1923 had been acceptable although not carried out according to time schedule, but he believed by the placing of penalty clauses in the present contract, that delays would be eliminated, and he recommended that award be made of contracts for the Flemington-White House Road, Sections 1 and 2, to Warren Thompson, low bidder, in accordance with the award made by Hunterdon County. Commissioner Jelin, therefore, moved that the contract for the Flemington-White House Road, Sections 1 and 2 be approved by the State Highway Commission in accordance with the recommendation of the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

Complaint-Chemical Laboratory Service

The Secretary presented a communication received from Stillman

& VanSiclen Chemical Laboratory Company, inquiring as to whether the State Highway Commission intends to test materials at its laboratory for municipalities as well as State work, and advising that such procedure would be detrimental to the business of that company. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that the Stillman & VanSiclen Laboratory Company be advised that it is the purpose of the State Highway Commission to keep in direct touch with the work in which it is sharing in the cost of, and where the municipalities make the request upon the State for service which the State can give, it is felt the duty of the State Highway Commission, in the interests of economy, to attend to such service, no effort, however, being made to go outside for any private work.

Complaint-Route 13 Detour.

The Secretary presented a communication with a petition from residents along the Ridge Road, Mercer County, complaining of the condition of this road which is used as a detour during the construction of Route 13 from Princeton to Trenton. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with the advice that the Maintenance Department is given instruction to give this road the very best of attention.

Route 5, Madison.

The Secretary presented a communication from the Clerk of the Board of Freeholders of Morris County, advising that the County of Morris is now ready to provide 15% of the cost of the track paving through Madison, which was to be applied to the 60% granted by the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with the advice that the State Highway Commission did not definitely promise 60% of the cost at the time but "when funds are available."

Route 4, Alignment, Toms River

The Secretary presented communications from Dr. Frank Brouwer and the Toms River Chamber of Commerce concerning the alignment of

Route 4 at Toms River, as laid out by the State Highway Commission and urged early improvement on this new line. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and acknowledged with thanks.

Passaic River Bridge, Route 1, Morris Canal Company

The Secretary presented a communication from Dr. H. B. Kummel, General Manager of the Morris Canal & Banking Company, advising that the Morris Canal & Banking Company has no objection to the closing of the Morris Canal opening at the Passaic River Bridge, but since the rights of the canal vested prior to the bridge rights, therefore there was no obligation on the part of the Canal Company to close the Channel. State Highway Engineer Sloan recommended that the State Highway Commission authorize the closing of the Canal opening at the Passaic River Bridge at the expense of the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved subject to sufficient and proper releases to be furnished by the Morris Canal & Banking Company for any claims in the future against the closing.

Grade Crossing Elimination

The Secretary presented a communication from H. B. Osborne, President of the Board of Public Utility Commissioners, transmitting a report of the Board in connection with the elimination of grade crossings and thanking the State Highway Commission for its co-operation in the closing of a number of grade crossings during the past year. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with suitable expressions on the part of the Commission to the effect that the State Highway Commission stands willing to cooperate in grade crossing eliminations at all times where possible.

Invitation-Camden Advisory Board

The Secretary presented a communication from the Hon. A. E. Heal, Mayor of Westville, renewing the invitation extended to the State Highway Commission to be the guests of Westville at a shad dinner in the early future. Commissioner Kidde then inquired as to whether the Commission was ready to set a date for hearings to be held at Camden on the matter of Advisory Board Projects, and he suggested Friday, May 23d, as a suitable date. This was agreeable and he moved that Friday, May 23d, be set as the date for a conference with the City Commissioners of Camden on the Advisory Board plan. This was seconded by Mr. Jelin and adopted. The Secretary was instructed to notify Mayor Heal of Westville that the Commission will be glad to have lunch at 12:00 o'clock at Westville, in advance of its Camden Conference at 2:30 P.M. on the same day.

American Ass'n. of State Highway Officials.

The Secretary presented a communication from the American Association of State Highway Officials, recommending planks on good roads for inclusion in the platforms of the National Convention. On motion duly seconded, the recommendation was ordered received and placed on file.

Signals- Bridge
Belvidere Avenue, Washington

The Secretary presented a communication from Jacob H. Hahn, Borough Clerk of Washington, New Jersey, calling attention to the dangerous crossing conditions over the canal on Belvidere Avenue in that Borough. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission authorized the placing of two Redflex signals for protection on Belvidere Avenue Canal Bridge in Washington, New Jersey.

Nichol Avenue, New Brunswick

The Secretary presented a communication from Mrs. Douglass, Dean of the New Jersey College for Women at New Brunswick, making further request for consideration on the improvement of the road forming an extension of Nichol Avenue at the New Jersey College for Women. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be referred to the State Highway Engineer with the request that investigation and report be made, and the secretary was directed to acknowledge the communication from Mrs. Douglass with the advice that the matter is now being given careful consideration.

Maintenance Material-State Highway

State Highway Engineer Sloan presented to the Commission an estimate from the Maintenance Division in which was shown the requirements for dust-laying for use on State Highway Routes and Detours. He reported everything in readiness for the advertising of 1995.9 tons of Calcium Choride, 559,380 gallons of Lignin Binder, and 782,505 gallons of Asphalt Oil SCO. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized advertisement for Lignin Binder and dust layers for State Highway Routes and Detours in 1924, as recommended by the State Highway Engineer.

Route 11, Belleville.

Commissioner Kidde reported that he was in receipt of a communication, together with ordinances from the Town of Belleville on Route 11. He stated that the entire matter was now up to the point where cooperation was necessary from the traction company operating on this street. He advised further that he understood that the Traction Company was willing to move its tracks from the outside to the center of the street and use new track material, but has not yet decided as to the amount of paving in which it will share, due to the fact that under its present franchise it is necessary only that they maintain the existing macadam pavement. He suggested that negotiations be undertaken with the traction company looking toward agreement on this matter. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed the matter referred to Commissioner Kidde for further conference with the traction officials. Commissioner Kidde suggested that the Construction Division check the ordinances as adopted by Belleville. The Secretary advised that these ordinances had already been taken up with the Attorney General's Department when they were submitted to the Town Council of Belleville.

The Schedule of Business was next taken up for consideration, item by item as follows:

Route 5, Section 9,
Barkers Corner-Hackettstown.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the final acceptance of Route 5, Section 9, Barkers Corner-Hackettstown section, which was finally completed in accordance with plans and specifications as of November 10, 1923. This was seconded by Mr. Stewart and adopted.

May 13, 1924.

Right of Way-Route 9, Section 11 —

State Highway Engineer Sloan recommended the approval of purchase for Parcel #6, Route 9, Section 11, Lincoln Avenue, Plainfield, from Louis Kadesh, for the consideration of $293.00. Commissioner Stewart stated that he would prefer to have appraisal on this property from Mr. McLaughlin of Plainfield. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be referred to Commissioner Stewart with authority to employ Mr. McLaughlin for an appraisal.

Right of Way-Route 9, Section 12 —

State Highway Engineer Sloan recommended approval of purchase agreement on Route 9, Section 12, Plainfield-Westfield section, Parcel #3 from H. C. Lockwood for the consideration of $3000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this be referred to Commissioner Stewart to be appraised by Mr. McLaughlin.

Right of Way-Route 9, Section 12. —

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase of the following properties on Route 9, Section 12, Plainfield-Westfield Section for the nominal consideration of $1.00:

Parcel #4, H. C. Lockwood Co.
" #7, H. C. Lockwood Co.
" #8, Miss A. L. Miller.

Right of Way-Route 12, Section 7. —

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase agreements on Route 12, Section 7, Stephensburg-Hackettstown, of Parcels #13, 15, and 16, on the Estate of H. H. Hance, Mary A. Hance and William Hance, Executors, for the consideration of $437.00. This was seconded by Mr. Stewart and adopted.

Amboy Bridge
Overhead Bridge-Route 4-Right of Way —

State Highway Engineer Sloan submitted to the Commission an agreement prepared by the Central Railroad of New Jersey, covering certain rights and privileges granted for the construction of overhead bridge with the right to lay and maintain an 18 inch cast iron pipe over the Central Railroad Right of Way on the new Amboy Bridge on Route 4, for the consideration of $100.00, which amount was previously authorized by the State Highway Commission on March 25th, 1924. He called attention of the Commission to the fact that this agreement was satisfactory except for the question as to whether the Commission would accept the obligation of saving the railroad company harmless from any damage arising in any way from the construction of the bridge. Commissioner Stewart stated that he did not feel that the Commission should undertake such responsibility unless the same be approved by the Attorney General's Department, and he moved that the same be referred to the Attorney General for ascertaining the propriety of the clause in the agreement concerning the responsibility for damage arising out of the construction of the bridge, and also to ascertain if this would make a personal responsibility on the part of the Commissioners. This was seconded by Mr. Kidde and adopted.

Abandonment-Route 4

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following resolution for the abandonment of all those portions of the old road (Ocean Highway) on Route 4, as taken over on May 1st, 1920, lying outside the limits of the required right of way of the new road:

> RESOLVED, that in accordance with the provisions contained in Article 3, Chapter 14, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919, whereby the State Highway Commission may, by resolution, take over as a State Highway any route, routes or parts thereof, or vacate parts thereof, you and through you, the Township of Galloway is respectfully advised that effective May 13, 1924, the State Highway Commission will abandon in the name of the State of New Jersey, and vacate as part of the State Highway Route 4, certain portions and thus relinquish responsibility for the improvement and maintenance of such portions of the road taken over May 1st, 1920, between Mullica River and Smithville in Galloway Township, Atlantic County, being more particularly described as follows:

All those portions of the Old Road (Ocean Highway) as taken over May 1st, 1920, lying outside the limits of the acquired right of way of the new road as constructed sixty-six (66) feet wide, between Mullica River and Smithville.

It being the intention of the State Highway Commission to vacate and abandon those portions of the old road, as taken over May 1st, 1920, lying outside the limite of the acquired right of way of the new road as constructed sixty-six (66) feet wide between Mullica River and Smithville, as shown on the construction plans of Route 4, Section 9, on file in the offices of the said State Highway Commission at Trenton, N.J.

This was seconded by Mr. Kidde and adopted.

Route 4, Connecting Link-Perth Amboy

State Highway Engineer Sloan presented to the Commission a report on the matter of the continuation of work on Route 4, Connecting Link at Perth Amboy, by Graham & McKeon the contractors, and he recommended that the City of Perth Amboy be advised that the State Highway Commission will not approve of placing of a permanent pavement on this part of the highway at this time, unless proper subbase material is placed and that in the event the City is not prepared to place and pay for such sub-base material, that a temporary base of cinders or gravel be installed until such time as the sub-base has become sufficiently compacted and put otherwise in proper shape to carry the permanent pavement. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that a communication to this effect be forwarded to the City authorities of Perth Amboy.

Route 6, Fenwick Creek Bridge

State Highway Engineer Sloan presented to the Commission a communication from H. B. Keasbey, Salem County Engineer, transmitting a bill in the amount of $16,456.26, same being the amount of the judgment in the suit of Campbell vs. the County of Salem on account of claim growing out of the construction of the Fenwick Creek Bridge. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the bill as presented by the Salem County Engineer, and directed that the matter of Campbell vs. County of Salem be settled.

Route 12, Section 7.

State Highway Engineer Sloan recommended to the Commission that the Public Service Production Company, contractor for the construction of Route 12, Section 7, Stephensburg,-Hackettstown section, be permitted to sublet the bridge items of its contract to Ashbrook Cranmer of Mayetta, New Jersey, and items of earth excavation, hard rock excavation, borrow, sub-base with and without excavation, rip rap, rock wall, removal of trees, and clearing and grubbing to Culp Construction Company of Dover, New Jersey. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for subcontractors on Route 12, Section 7.

Appointments

The Commission next discussed their various appointment dates as follows: On Friday, May 16th, at 12:00 o'clock, at Jersey City Mayor's office. On Tuesday, May 20th, at the Town Hall, New York. On Friday, May 23d, at Camden, and on Friday, May 30th, at the Memorial Day Exercises at Camp Merritt, New Jersey. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission determined to hold a regular meeting on May 21st at 1:00 P.M.

Route 5, Section 11-Detour

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the following official detour for Route 5, Section 11, Delaware-Belvidere section:

> "Beginning on Route 5, at Bridgeville, where the same is intersected by the Hope-Bridgeville Road, and runs thence (1) northeasterly over the Hope-Bridgeville Road a distance of approximately 6.3 miles to Hope; thence (2) northwesterly 2.5 miles to Mt. Herman; thence (3) northwesterly 4.3 miles to Route 5 at Ramseyburg."

This was seconded by Mr. Jelin and adopted.

Route 16, Section 6-A-Detour.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the following official detour for Route 16, Section 6-A, Bernardsville-Passaic River:

> "Beginning at the intersection of State Highway Route 16 with Mt. Airy Road in Bernardsville; thence (1) southerly along Mt. Airy Road about 4400 feet to its intersection with Oak Stump Road; thence (2) easterly along Oak Stump Road, through Basking Ridge, a distance of 5200 feet more or less to the intersection of Main Street (Basking Ridge): thence (3) northwesterly along road from Basking Ridge to Blaziers Corner a distance of 5500 feet more or less to its intersection with State Highway Route 16 at Blaziers Corner."

This was seconded by Mr. Stewart and adopted.

Whitewashing Poles-State Highway

State Highway Engineer Sloan recommended to the Commission that the whitewashing of poles along State Highways be started for the season, and that the work be carried on practically the same as last year, at an estimated cost of between $14.00 and $15.00 per mile. Commissioner Kidde stated that he was not in full accord with the practice of the past in marking poles to a height of six feet above ground, it being his feeling that such procedure tends to mar the landscape. Commissioner Stewart voices the opinion that chauffeurs who constantly use the highways, desire this service from the State, since it insures more safe travel by pointing out the edges of the highway, and he moved that the recommendation of the State Highway Engineer be approved. This was seconded by Mr. Jelin and adopted, Mr. Kidde being recorded in the negative.

Motor Vehicle Aid-Bergen County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of Motor Vehicle Aid schedule and agreements for Bergen County for 1924. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Cape May County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of Motor Vehicle Aid schedule and agreements for Cape May County for 1924. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Gloucester Co.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of Motor Vehicle Aid schedule and agreements for Gloucester County for 1924. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Monmouth County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Motor Vehicle Aid schedule and agreements for Monmouth County for 1924. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Aid-Union County

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of Motor Vehicle Aid schedule and agreements for Union County for 1924. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Salem County

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of Motor Vehicle Aid schedule and agreements for Salem County for 1924. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid-Somerset County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of Motor Vehicle Aid schedule and agreements for Somerset County for 1924. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Sussex County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Motor Vehicle Aid schedule and agreements for Sussex County for 1924. This was seconded by Mr. Jelin and adopted.

Employments.

State Highway Engineer Sloan presented to the Commission the schedule of employments as approved by him since the last meeting of the Commission and recommended that the same be ratified. On motion by Mr. Kidde, seconded by Mr. Stewart, the following employments as made by the State Highway Engineer were ordered approved:

5-13-24	Edw. W. Foy,	Motor Truck Driver	$ .45	hr.
5-8-24	Edw. L. Fox,	" " "	.45	
5-13-24	J. R. Dilts,	" " "	.45	
5-1-24	Stephen Lozaw,	" " "	.40	
5-1-24	Talbert McAnney,	" " "	.40	
5-1-24	Wm. H. Salmon,	" " "	.40	
4-28-24	A. G. Broome,	" " "	.40	
5-1-24	Robert Oliver,	" " "	.45	
5-5-24	Anthony Fernicola,	" " "	.45	
5-1-24	David Cohen,	" " "	.50	
5-1-24	Anthony J. Muscatell	" " "	.45	
5-5-24	William Earl,	Mechanic	.65	
5-6-24	Frank B. McElmoyl,	Motor Truck Driver.	.45	
5-7-24	Walter Ogden,	" " "	.45	
5-5-24	E. T. Sheehan,	" " "	.45	
5-3-24	Harold May,	" " "	.45	
5-5-24	Wm. R. McCormick,	" " "	.45	
5-5-24	Hillard Stackhouse,	" " "	.40	
5-5-24	Edward Hefferman,	" " "	.45	
5-5-24	Ellison Cole,	" " "	.40	
5-2-24	Freeman Douglass,	" " "	.45	
5-8-24	J. T. McSoughlin,	" " "	.50	
5-16-24	Cecil VanNote,	Gravel Patrolman	$ 90.00	mo.
5-16-24	Paul Machner,	" "	85.00	
5-5-24	Chas. [illegible]. Ferguson,	Rodman	90.00	
5-5-24	G. L. Paterson,	Junior Engineer	125.00	
5-5-24	Jas. V. Applegate,	" Inspector	125.00	
5-5-24	Jas. Corcoran,	Rollerman,	150.00	
5-5-24	Frank Salvatore,	Office Boy.	40.00	
5-15-24	M. L. Vail,	Bridge Inspector	200.00	
5-12-24	Leo A. Metzel,	Bridge Inspector	165.00	

Increases-Monthly Basis

5-16-24	Norman F. Rigor,	Asst. Civil Engr.	$155. to $165.
5-1-24	Norman G. Horner,	Senior Clerk,	100. to 115.
5-16-24	Reuben Garretson,	Gravel Patrolman,	80. to 93.

Increases-Hourly Basis

5-1-24	Jas. J. Collins,	Garage Asst.	$.45 to $.50
5-16-24	Fred Brooks,	" "	.50 to .55
5-16-24	Bernard Higgins,	" "	.45 to .50
5-16-24	C. J. Shanahan,	Laborer,	.45 to .50
5-16-24	J. A. Thiel,	"	.45 to .50
5-16-24	Harry Baker,	Mechanic,	.65 to .70

Route 14, Cape May County.

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for the placing of additional concrete pavement in connection with certain intersections of County Roads with State Highway Route 14 in Cape May County, all of this work to be paid for by the county. The State Highway Engineer explained that due to the fact that it is located in part on Route 14 it is proper that the Commission should approve of the plans and specifications. This was seconded by Mr. Stewart and adopted.

Expenses-John L. Vogel

State Highway Engineer Sloan presented to the Commission vouchers of the cost of moving the household of John L. Vogel, Bridge Engineer from Newark to Manasquan, New Jersey, and he recommended that payment of same be approved in accordance with the action of the Commission of December 18, 1923, wherein the Commission approved reimbursement for moving expenses to those men who moved with the bridge office from Newark to Trenton. On motion by Mr. Kidde, seconded by Mr. Jelin the recommendation of the State Highway Engineer was ordered approved.

Leave of Absence-Vincent Loughran

State Highway Engineer Sloan reported to the Commission that leave of absence granted to Vincent Loughran expired on April 30th, 1924. On motion by Mr. Stewart, seconded by Mr. Jelin, the report was ordered received and placed on file.

Equipment-State Highway

State Highway Engineer Sloan presented to the Commission a communication from the Supervisor of Roads of Burlington County, requesting the use of an oil distributor. He explained that the State has now three oil distributors and could arrange to permit the use of this equipment from time to time to the counties, and he recommended that such equipment be furnished to the counties on their request when same is available at a charge of $25.00 per day. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the use of oil distributor equipment by counties at $25.00 per day.

Amboy Bridge-Route 4.

State Highway Engineer Sloan again presented to the Commission the question of lowering the elevation of the footings of certain piers on the Amboy Bridge, together with an estimate of the cost of doing this work, in the amount of $63,000.00. He informed the Commission that the fact that the property immediately adjoining the new bridge is owned by a ship building company, gives reason to feel that the channel at this point may be deepened, thus exposing the piles of the bridge substructure, and he felt that this part of the bridge should always be of a permanent nature and anything necessary to insure its permanence should be undertaken at this time while the contract was in such shape so that the work could be done as an extra item on the contractors estimate. Commissioner Kidde contended that the dredging for deep water at the location is a remote possibility and even so the piles would give service similar to that shown in the Hudson River, covering a period of from 30 to 50 years. A general discussion took place between the Commissioners as to the probable economic value of this additional work in view of the life of the piles, even though the channel might be deepened. Commissioner Jelin expressed the feeling that it was the desire on the part of the Engineering Department to strengthen the bridge structure in addition to what had originally been planned, and for this reason he was in favor of the recommendation. Commissioner Kidde finally moved that the recommendation of the State Highway Engineer be accepted and that the piers recommended be lowered subject to proper extra work orders to be approved by the State Highway Engineer at the lowest expense possible. This was seconded by Mr. Stewart and adopted.

Township Aid-Middlesex County

On recommendation of the State Highway Engineer, Commissioner Stewart moved acceptance and final payment on the Mill Lane Road, Section 1, in North Brunswick Township, Middlesex County, Township Aid. This was seconded by Mr. Jelin and adopted.

Federal Aid-Amboy Bridge

State Highway Engineer Sloan advised the Commission that it was now necessary to request of the Federal Government that a set-up be made for funds for partial payment on account of the Amboy Bridge, and he requested information as to what amount of Federal Aid funds would be applied to this work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an agreement be made with the Federal Government for a setting up of $1,600,000. of Federal Aid funds toward the Amboy Bridge, subject to a review of such contract by the Attorney General's Department. This was seconded by Mr. Stewart and adopted.

Old Bridge-Matawan Road.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of the apportionment of $15,000. as the State's share of the cost of the construction of the Old Bridge-Matawan Road in Monmouth County, it being a continuation of the work being done this year in Middlesex County, and thus completing an improved road from New Brunswick to Matawan via Old Bridge. This was seconded by Mr. Stewart and adopted.

Maintenance Materials-Sussex County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of contracts by Sussex County for maintenance materials to be used during 1924. This was seconded by Mr. Jelin and adopted.

Maintenance Materials-Salem County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of award of contracts by Salem County for 13,342 gallons of L. H. O. to the Headley Good Roads Company for $1,460.95. This was seconded by Mr. Jelin and adopted.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract by Salem County for 208,000 gallons of S. C. O. from the Asphalt Service, Incorporated, at $16,848.00. This was seconded by Mr. Kidde and adopted.

Township Aid-Sussex County.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of plans and specifications for Tranquility-Andover Road, Green Township, Sussex County, Township Aid. This was seconded by Mr. Kidde and adopted.

Burlington County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for Kings Highway in Burlington, work to be done from the Motor Vehicle Aid funds, alternate bids to be received for concrete and sheet asphalt on concrete base. This was seconded by Mr. Stewart and adopted

Motor Vehicle Aid-Union County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of plans and specifications for the construction of West Brand Street and First Avenue, Union County Motor Vehicle Aid. This was seconded by Mr. Stewart and adopted.

Motor Vehicle Aid-Mercer County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of award of contract on Cedar Grove Road, Princeton Township, Mercer County, Motor Vehicle Aid work. This was seconded by Mr. Stewart and adopted.

Cancellation,
Township Aid-Camden County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of cancellation of balance of $125.00 remaining to the credit of the Gibbsboro-Kresson Road in Voorhees Township, Camden County. This was seconded by Mr. Stewart and adopted.

Township Aid-Middlesex County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract for the Union Valley-Gravel Hill Road, Monroe Township, Middlesex County Township Aid. This was seconded by Mr. Kidde and adopted.

Township Aid-Morris County

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the request of Randolph Township, Morris County, for permission to repair the road used as an unofficial detour during the construction of Route 5, Mine Hill Section, with the funds as set up by the State for this purpose. This was seconded by Mr. Kidde and adopted.

Township Aid-Somerset County

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the matter of bids received on Bolmer's Corner-Blawenburg Road, Somerset County, Township Aid, be laid over for one week since the low bidder, Warren Thompson, had advised that he was desirous of subletting this contract, and will present a communication to this effect at the next meeting. This was seconded by Mr. Jelin and adopted.

Extension of Time,
Route 4, Section 22.

State Highway Engineer Sloan presented to the Commission the application of Joseph F. Burke, contractor on Route 4, Section 22, Main Street, Asbury Park, for extension of time of 30 days. At the same time there was presented a report of the Construction Division informing the Commission as to the slow progress made on this work. On motion by Mr. Kidde, seconded by Mr. Jelin, the application for extension of time was ordered laid over and all extensions on this work were denied, pending completion of the entire project.

Route 10, Bluff Road

The Secretary informed the Commission that a number of property owners on Route 10, Bluff Road section, had agreed to repurchase the property taken by the State at the price paid for it by the State, and one property owner particularly had given a check for the property and the Attorney General had ruled that a deed was to be executed by each of the Commissioners and attested by the Secretary of State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the execution of a deed to George F. Hardy for the sum of $675.00 for property on Route 10, Bluff Road section.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting adjourned at 6:30 P.M., to meet in regular session again on Wednesday, May 21st, 1924, at 1:00 P.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - May 23, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Friday, May 23rd, 1924. The meeting was called to order at 10:00 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Right of Way, Route 5, Section 11.

The Secretary presented a communication from F. W. VanBlarcom, Attorney for the Estate of Gertrude Alliger on Route 5, Section 11, Delaware-Belvidere section, in which he advised that they were willing to accept the proposition of the State Highway Commission to pay $2,500.00 for property needed for purposes of right of way. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the payment of $2,500.00 for purchase of the property of Gertrude Alliger on Route 5, Section 11. In this connection Commissioner Kidde suggested that an expression of appreciation be forwarded to the New Jersey State Agricultural Department for services rendered in this case.

Invitation- U. S. Good Roads Convention

The Secretary presented a communication from Hon. F. M. P. Pearse, Secretary to the Governor, on the matter of the United States Good Roads Association Convention at Albuquerque, New Mexico, transmitting a letter from the United Stated Good Roads Association, urging upon the State Highway Commission to be in attendance at the Convention. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and acknowledged with a statement of regret that other extremely important engagements will prevent acceptance by the State Highway Commission of the very courteous invitation.

Invitation- State Association of Freeholders

The Secretary presented a communication from the State Association of Chosen Freeholders, inviting the Commission to attend the next meeting of the Association to be held at Vineland on June 9th. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered forwarded to the Commissioners at their home address, and notification to be forwarded to the State Board of Freeholders that each Commissioner has been notified of the invitation.

High Point Park Roads.

The Secretary presented a communication from the Commissioners of High Point Park, expressing thanks for the loan of trucks and extending an invitation to the Commissioners to visit High Point Park. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

State Highway Route 18-North

The Secretary presented a communication from Mr. E. S. Rionda, urging the early construction of the portion of Route 18, North of Englewood. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

The Schedule of Business was next taken up for consideration, item by item, as follows:

Route 7, Section 2.

State Highway Engineer Sloan presented to the Commission a report of the following bids received on May 19th for the construction of Route 7, Section 2, Golf Course-Anderson's Corner section, and recommended award of contract to J. N. Reuter, Inc. of Elizabeth, N. J. at the lowest bid of $168,954.98:

J. N. Reuter, Inc.	$ 168,954.98
S. S. Thompson Co.	174,941.70
Union Paving Co.	176,449.02
C. H. Winans Co.	176,893.64
Ross & Whelan.	180,209.94

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 7, Section 2, Golf Course-Anderson's Corner, to J. N. Reuter, Inc., at their's the lowest bid in the amount of $168,954.98, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Equipment - Scales

State Highway Engineer Sloan reported to the Commission that advertisement had been placed for the installation of the following motor truck weighing scales:

Thirty Ton Scales

Paterson Plank Road, at or near Carlstadt,
State Highway Route 6, at or near Westville,
State Highway Route 1 near Metuchen,
State Highway Route 4, near Rahway.
State Highway Route 4, near South Amboy,
State Highway Route 9 near Bound Brook.

Forty Ton Scales

State Highway Route 1, Lincoln Highway between
Newark and Jersey City.

and he recommended ratification of this action. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously ratified, confirmed and approved the recommendation of the State Highway Engineer in directing advertisement for six (6) thirty-ton and one forty-ton suspension motor truck weighing scales.

Route 13, Bridges Section 5.

State Highway Engineer Sloan reported to the Commission the final completion of bridges #158 and 159 on Route 13, Section 5, and recommended acceptance of the same by the Commission. Commissioner Jelin and Chairman Scott both reported having inspected these bridges on several occasions and Mr. Jelin moved the final acceptance of bridges #158 and 159 on Route 13, Section 5, and directed final payment to be made after approval by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

White's Bridge,
Route 8, Section 3.

State Highway Engineer Sloan reported to the Commission the completion of White's Bridge atM. P. 16.1, on Route 8, Section 3, and recommended that the same be given final inspection by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the inspection of White's Bridge on Route 8, Section 3, was referred to Commissioner Kidde.

Route 10, Delia Ave. Bridge

State Highway Engineer Sloan informed the Commission that the bridge at M. P. 9.9 and 10.0, at the Delia Avenue Crossing, and its approaches, on Route 10, as constructed by the McGarry Construction Company, is now completed for final inspection. On motion by Mr. Stewart, seconded by Mr. Jelin, the Inspection of Delia Avenue Crossing on Route 10, was referred to Commissioner Kidde.

May 23, 1924.

Passaic River Bridge, Route 1.

State Highway Engineer Sloan reported to the Commission that final statement had been prepared of the cost of repairs to the Passaic River Bridge, with the result that the Frederick Snare Corporation, contractors on this emergency work, had succeeded in doing the work in an amount less than the estimate, and therefore, had earned for themselves an increased fee, represented as 50% of the saving between the estimated and actual total cost, exclusive of extra granite work, the total cost of the work, including fees, being $101,469.13. On motion by Mr. Stewart, seconded by Mr. Kidde, the report was ordered received and approved with the further direction that a communication of appreciation be forwarded to the Frederick Snare Corporation for the expeditious and efficient manner in which the work on the Passaic River Bridge was prosecuted.

Route 7, Section 1, Corlies Avenue.

State Highway Engineer Sloan presented to the Commission papers covering the final acceptance on Route 7, Section 1, Corlies Avenue, Asbury Park, which was finally completed in accordance with plans and specifications as of August 27th, 1923. He also presented a bond, executed in quadruplicate, as furnished by the Royal Indemnity Company, in the amount of $44,943.75, the retained percentage bond executed by the same company in the amount of $4,911.70, together with an agreement with reference to the collateral to be deposited on account of the guaranteeing of the concrete base. He also presented three certificates of the People's Building & Loan Association, aggregating $7,300.00, together with assignment of these certificates to the State Highway Commission. State Highway Engineer Sloan recommended to the Commission that in view of the fact that the foregoing papers are all in accordance with the requirements of the State Highway Commission, the work on Route 7, Section 1, Corlies Avenue, Asbury Park, be accepted by the State Highway Commission subject to all agreements as filed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for the acceptance of Route 7, Section 1, Corlies Avenue, Asbury Park, and directed that the People's Building & Loan Association be given notice of the assignment of the shares of the East Jersey Bridge Company to the New Jersey State Highway Commission.

May 23, 1924.

Right of Way-Route 8.

State Highway Engineer Sloan presented to the Commission a proposed purchase agreement for property of Marjorie L. Davies on Route 8 at Mountain View, and recommended that an offer of $850.00 be made and in the event the same is not accepted that condemnation proceedings be instituted. Mr. Kidde recommended that an appraisal of this property be secured from Mr. Hughes of the firm of Hughes & Taylor of Montclair. On motion by Mr. Stewart, seconded by Mr. Jelin, this purchase agreement was ordered referred to Commissioner Kidde for investigation and report with appraisals.

Right of Way-Route 16, Section 7

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase agreement on Route 16, Section 7, Bayard Lane, Princeton, Parcel #3, from the Moses Taylor Pyne Estate, for the consideration of $1.00, with the thanks of the Commission. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 7, Section 3.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of the purchase of the following parcels of property on Route 7, Section 3, Anderson's Corner-Colt's Neck Road:

Parcel	#7, William Rachkovsky et als,	consideration	$ 70.00
"	# 8 & #9, Vincenzo Longo & Wife,	"	104.00
"	#28 & #29, William Lippincott & Wife,	"	95.00
"	#30 & #31, Jeremiah Ervin & Wife,	"	30.00
"	#34, Henry CanBrunt & Wife,	"	60.00
"	#36 and 37, Elwood Hurley & Wife,	"	60.00
"	#40, Reinold Heidenreich et als,	"	1.00
"	#42, Joseph W. Conrow & Wife,	"	88.00
"	#43, William F. Bischoff & Wife,	"	86.00

This was seconded by Mr. Kidde and adopted.

Route 13, Lawrenceville-Princeton

In connection with the construction of Route 13 between Lawrenceville and Princeton, Commissioner Stewart inquired whether there was any method by which this work could be prosecuted so that it could be of more convenience to those people living on the road. State Highway Engineer Sloan informed the Commission that this could be accomplished if the contractor was notified to complete the shoulder work on the one-half of the road which has been finished. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Engineering Department notify the contractor on the Lawrenceville-Princeton section of Route 13 that the shoulder work on the finished side of the road be undertaken forthwith in order that local traffic may be maintained under the contract provisions.

Right of Way-Route 5, Section 11

State Highway Engineer Sloan recommended to the Commission the approval of purchase agreement on Route 5, Section 11, for Parcel 10-A from Dorson S. Drake & Wife, and Elmer King and Wife, the owners to take care of moving the buildings, etc., for the consideration of $9500.00. On motion by Mr. Stewart, seconded by Mr. Jelin, this purchase agreement was ordered referred to Commissioner Jelin for inspection and report.

Right of Way-Route 4

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase agreements for Parcel #6 on Route 4 at the location of the Morgan grade crossing elimination cut-off, from Herman H. Brehme, for the consideration of $200.00. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 9, Section 11

State Highway Engineer Sloan presented to the Commission for approval, purchase agreement on Route 9, Section 11, Parcel #5 and Parcel #2 for the consideration of $218.00 and $300.00, respectively. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that these purchase agreements be referred to Commissioner Stewart for investigation and report.

Right of Way-Route 9, Section 8-A

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the lease of land required for the construction of a temporary bridge over the North Branch of the Raritan River at M. P. 29.6, known as Parcel #2-A on Route 9, Section 8-A, from E. M. Sutton at a total rental of $50.00 for two years. This was seconded by Mr. Stewart and adopted.

Employments

State Highway Engineer Sloan presented to the Commission the following list of employments as made by him since the last meeting of the Commission and recommended ratification of the same by the Commission:

5-22-24	Lebeus Martin,	Jr. Inspector,	$ 135.00	mo.
4-21-24	Harry Johnson,	" "	130.00	
5-19-24	Frank P. DeRenzis,	Rodman,	90.00	
5-13-24	Koster Frosig,	" Amboy Br.	125.00	
5-10-24	Geo. Hendershot,	Rollerman	150.00	
5-16-24	C. E. Whitehair,	"	150.00	
5-13-24	H. M. Baker,	Stenog.-Bkkp.	130.00	
5-16-24	Wesley Bates,	Gravel Patrolman,	80.00	
5-16-24	Irvin W. Sanford,	Junior Inspector,	125.00	
5-16-24	E. J. Groeschel,	Rodman,	90.00	
5-16-24	A. E. Oakes,	"	90.00	
5-19-24	Geo. Armington,	St. Shovel Oper.	150.00	
5-16-24	John H. Wallace,	Gravel Patrolman,	75.00	
5-3-24	George Lewis,	Garage Assistant,	.45	hr.
5-6-24	Russel Simpson,	Mechanic,	.75	
5-7-24	Walter Peer,	Motor Truck Driver	.40	
5-12-24	F. E. Fleck,	" " "	.45	
5-14-24	Fred Calhoun,	" " "	.45	
5-15-24	Willard Bush,	" " "	.45	
5-21-24	Walter J. Manning,	" " "	.45	
5-21-24	Juan Casma,	" " "	.45	
5-21-24	Chas. M. Flynn,	" " "	.45	
5-19-24	Daniel McDonald,	" " "	.45	
5-15-24	Lester J. Rich,	" " "	.45	

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously ratified, confirmed and apprpved the recommendation of the State Highway Engineer.

Right of Way-Route 9, Section 13

State Highway Engineer Sloan presented to the Commission a report concerning a change in plan on Route 9, Section 13 at the property occupied by Miss Emma Stryker, recommending that a curve on Route 9, Section 13, White House-Somerset County Line section, at the Stryker Estate, be eliminated by the moving of the Stryker house by the State contractor on an extra work order for the sum of $1410.00, this having been agreed to by all the interested parties of the estate and in order to expedite the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer for a change in plan in accordance with the report of the Construction Engineer, was adopted.

Pan-American Highway Commission

State Highway Engineer Sloan reported to the Commission that the Pan-American Commission, consisting of delegates from Latin-American countries to view highway construction in the United States, was desirous of spending one day in going over the highways of the State of New Jersey. In this event the program provides for their arrival in Trenton on the evening of June 27th, go from Trenton to Bayonne on the morning of the 28th, thence from Bayonne to Atlantic City on the same day. He recommended to the Commission that motor cars of the State Highway Commission be furnished for the accommodation of this distinguished party and also that representatives of the State Highway Department accompany the party during this inspection trip. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized that the matter be carried out in accordance with his suggestions and recommendations.

Route 5, Blackwell St., Wharton

State Highway Engineer Sloan presented to the Commission a letter with a petition from the citizens of the Borough of Wharton, New Jersey, expressing opposition to the granting of permission by the State Highway Commission to the Morris County Traction Company to lay a switch in West Blackwell Street in Wharton, New Jersey. On motion, duly seconded, the petition was ordered received and placed on file at this time, since authority has already been granted.

Materials-Transportation

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of car demurrage average agreements with the P. R. R. and authorized the Chairman to execute the same on behalf of the State Highway Commission. This was seconded by Mr. Stewart and adopted.

Route 16-Detour, Somerville

On recommendation of the State Highway Engineer, Commissioner Jelin moved that the Borough of Somerville be granted aid from the Motor Vehicle Reserve Account in the amount of $1,000.00 for the maintenance of a detour which is estimated to cost $2583.00, on which detour all State Highway traffic will flow on account of the closing of Bridge Street, Somerville, on State Highway Route 16, due to the track elevation work of the Jersey Central Railroad, said detour work to be performed under the supervision and to the satisfaction of the State Highway Commission.

Route 1, Albany Street Bridge

State Highway Engineer Sloan presented to the Commission a detailed report with estimate and sketch showing work to be done on the stairs of the New Brunswick Boat Club landing at the Albany Street Bridge. The estimate of this work as given by the contractor was placed at $1,032.90. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that an allotment of $500.00 be made to the New Brunswick Boat Club for the replacement of stairs removed by the contractor on the widening work of the Albany Street Bridge, all work to be done by the New Brunswick Boat Club.

Middlesex County Repairs.

State Highway Engineer Sloan presented to the Commission a report of a conference held with the Middlesex County Board of Freeholders on the matter of the revision of the road maintenance and betterment schedule for 1924, and he informed the Commission that the Freeholders had agreed on taking two roads from the general schedule and spending the sum of $40,000.00 on these. He also informed the Commission that he had ascertained that the Middlesex County Board of Freeholders had added to the budget of this year for roads, an amount which would pay a number of bills not met during the year beofre. He recommended to the Commission that of the statement showing the $124,772.58, there be approved $91,457.85 expended by the Freeholders this year, in which the State should share to the extent of 54.3% or in the amount of $49,661.61. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the recommendation of the State Highway Engineer be approved and that the sum of $49,661.61 be paid to Middlesex County on account of revised Motor Vehicle Schedule and agreement for 1924, and at the same time that a communication be forwarded to the County which will explain the fact that this money is being paid to the County for the reason that the State Highway Commission is not desirous that the public of Middlesex County suffer due to the activities of the Board of Freeholders, and also to explain that the State Highway Commission is not desirous of paying on account of balances left from the past year.

Maintenance Materials-Hunterdon Co.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contracts by Hunterdon County for stone, slag and bituminous materials to be used in 1924. This was seconded by Mr. Jelin and adopted.

Roosevelt Boulevard, Cape May Co.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the rejection of plans and specifications for the Roosevelt Boulevard, West Avenue on 34th Street to 17th Street on Asbury Avenue in Cape May County, due to lack of funds with which to grant State Aid.

Beach Avenue, Section 3, Cape May Co.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the rejection of plans and specifications for Beach Avenue, Section 3, and Broadway, from Windsor Avenue on Beach Avenue, Cape May City, to First Avenue on Broadway, Cape May County, due to lack of funds with which to grant State Aid. This was seconded by Mr. Jelin and adopted.

National Park Road, Gloucester Co.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the rejection of plans and specifications for National Park Road, Gloucester County, due to lack of funds with which to grant State Aid. This was seconded by Mr. Jelin and adopted.

Hudson County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of plans and specifications for County Road, Hudson County (from Tonnelle Avenue to County Avenue), work to be done from Motor Vehicle Aid Account. This was seconded by Mr. Stewart and adopted.

Bridgeton-Port Norris, Section 2

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract by the Board of Freeholders of Cumberland County for the Bridgeton-Port Norris Road, Section 2, Federal Aid Project #61. This was seconded by Mr. Stewart and adopted.

Sussex County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of award of contract by the Board of Freeholders of Sussex County for Lakeside Boulevard, Section 1, Sussex County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Gloucester Co.-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract by the Board of Freeholders of Gloucester County for Crown Point Road, Section 6, Gloucester County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Maintenance Materials-Gloucester Co.

State Highway Engineer Sloan presented to the Commission the matter of award of contract by the Board of Freeholders of Gloucester County for the furnishing of 15,000 gallons of S.C.C. by the Headley Good Roads Company of Philadelphia and 10,000 gallons of lignin binder by the Good Roads, Inc. of Philadelphia. He advised the Commission that he understood that the county proposed to use approximately 100,000 gallons of lignin binder, and he recommended that all counties be notified that in accordance with opinion rendered by the Attorney General, the State Highway Commission will not approve of the application of maintenance materials on county work in excess, by 25% of the amount advertised for. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Gloucester County for 15,000 gallons of S.C.C. and 10,000 gallons of lignin binder and directed that all the counties of the State be notified that the State Highway Commission desired that they estimate with reasonable accuracy the amount of the various materials they will purchase under contract, and bids will be advertised for on the basis of such quantities, and in no case will an allowance of more than 25% in excess of the quantities estimated be approved.

Salem County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contracts by Salem County Board of Freeholders for Pennsgrove-Pedrickstown, Section 2; Pedrickstown-Woodstown, 1st Section; Salem-Hancocks Bridge, 1st Section, work to be done from Motor Vehicle Aid account. This was seconded by Mr. Stewart and adopted.

Monmouth Co.-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of plans and specifications for Reckless Place, Red Bank, New Jersey, Monmouth County Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Hunterdon Co.-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for the Flemington-Frenchtown Road, Central Section, Hunterdon County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Cumberland County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance and final payment on the Bridgeton-Port Norris Road, Sections 1 to 5, Cumberland County, Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Ocean County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of unadvertised contract for the construction of surface on the Laurelton-Allen Osborne Road in Brick Township, Ocean County, Township Aid work. This was seconded by Mr. Stewart and adopted.

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of unadvertised contract for grading on the Laurelton-Allen Osborne Road, Brick Township, Ocean County Township Aid. This was seconded by Mr. Jelin and adopted.

Route 12, Section 6.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of permission being granted to Korp & Korp, contractors for the construction of Route 12, Section 6, Port Colden-Stephensburg section for the sub-letting of the bridge work on their contract,to Beck Bros. & Beck of Hainsburg, N. J. and rough grading to the James Construction Co. of Phillipsburg, N. J. This was seconded by Mr. Stewart and adopted.

Somerset County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract to Warren R. Thompson for the construction of Bolmer's Corner-Blawenburg Road, Township and Borough Aid work. This was seconded by Mr. Stewart and adopted.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of permission being granted to Warren R. Thompson for the sub-letting of his contract for the construction of Bolmer's Corner-Blawenburg Road in Somerset County to R. B. Cahill & Co. of Newark, N. J. This was seconded by Mr. Stewart and adopted.

Burlington County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of application and agreement for Township Aid on Chambers Corner-Jobstown Road, Springfield Township, Burlington County, Township Aid. This was seconded by Mr. Jelin and adopted.

Monmouth County-State Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the request for further State Aid funds for the Freehold-Smithburg Road, Section 2, be laid over at this time.

Route 4-Right of Way, Morgan Grade Crossing.

State Highway Engineer Sloan presented to the Commission the matter of purchase agreement of the Morgan property on Route 4 at the Morgan Grade Crossing elimination location for $1,940.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered referred to Commissioner Jelin for investigation and report.

Advisory Board Route-Delaware Bridge

The meeting was declared recessed at this time in order that the Commissioners might attend a luncheon given in their honor by the Town of Westville as a token of appreciation for the taking over of Route 16 from Westville to Millville, and also for the purpose of explaining to the Commission a proposed change in line for the Crescent Boulevard as located by the Advisory Board of Engineers in the study of the Delaware River Bridge traffic.

The Commission reached Westville at 12:30 P.M. and after partaking of luncheon with representatives of the Town of Westville, and Officials of Gloucester and Camden Counties, a survey was made of the land in the vicinity of Westville and the proposed change was pointed out to the Commissioners with the advice that it would be of very great advantage to the Town of Westville and at the same time would result in considerable saving to the State Highway Commission, due to the fact that expensive construction of marsh land would be avoided.

Following the meeting at Westville the Commissioners journeyed to the Camden City Hall where they met in conference with the Camden City Officials on the matter of the proposed location for the Delaware River Bridge Route through Camden. At this conference extreme satisfaction was expressed by the City Commissioners of Camden on the line suggested by the Advisory Board through the City of Camden and the City authorities informed the Commission that they were ready to cooperate to the fullest extent with the State Highway Commission and were awaiting only the word that the State Highway Commission had definitely decided to lay out the proposed route.

Hackensack River Bridge.

Following the conference with the Camden City Officials, the regular meeting was again resumed at the City Hall in Camden and State Highway Engineer Sloan presented a report and estimate in connection with the design for both a vertical lift bridge and a bascule span for the replacing of the present draw on the Hackensack River Bridge which was out of service, due to collision two years ago. The estimate placed by the Engineering Department on this work was, in either case, the same, namely, $750,000.00, which will include the strengthening of the present bridge as well as either the bascule or lift bridge span. State Highway Engineer Sloan requested authority to present either or both of these plans to the War Department for approval. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized plans for both a lift bridge and a bascule bridge to be presented to the War Department for its approval in order that the Commission can proceed upon either plan in the event it is desired so to do.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned at 5:00 P.M. to meet again in regular session in Trenton on Tuesday, June 3rd, 1924, at 10:30. A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - June 3, 1924.

A regular meeting of the State Highway Commission was held in the Commission rooms, Broad Street Bank Building, Trenton, on Tuesday, June 3rd, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported on the minutes of the meeting of April 29th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported on the minutes of the meeting of May 6th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported on the minutes of the meeting of May 13th and moved that the same be approved with the following corrections: On Page 14, Paragraph 2, concerning the Amboy Bridge, there be inserted the following in line 12, "Commissioner Kidde contended that the dredging for deep water in the location is a remote possibility, and even so the piles would give service similar to that shown in the Hudson River for a period covering thirty to fifty years." This was seconded by Mr. Stewart and adopted.

Main Street, Clifton

State Highway Engineer Sloan reported to the Commission that work was proceeding under the Maintenance Division on the asphalt paving of Main Street, Clifton in Passaic County, and that the work is approximately 25% complete on this day. He informed the Commission that every precaution was being taken to insure a first class job, fully meeting the requirements of the State Highway Department. He presented a communication from Mr. Garwood Ferguson, County Engineer in which the State Highway Commission was advised that the work on East Main Street, Clifton, was not being performed in accordance with State Highway specifications. The Secretary also presented to the Commission an article from the Newark News in which was recorded the protest of the Freeholders of Passaic County on the work being done, together with an answer from the State Highway Engineer to the effect that the State Highway Department will do the work in a satisfactory condition and will not charge the County of Passaic in excess of the amount fixed by the Commission. On motion, duly seconded, the communication from Mr. Ferguson was ordered received and placed on file.

Request for Aid-Bergen County

The Secretary informed the Commission that Assemblyman Charles F. Black, representing Washington Township, Bergen County, was present and desired a hearing. On motion, duly seconded, a hearing was granted.Mr. Black appeared with Mr. Wilson, Chairman of the Washington Township Committee to urge the improvement, with Township Aid, of VanEmburgh Avenue, which forms a connection between the Kinderkamack Road and Route 10 on the Paramus Road. He advised that the length of this piece was 1.1 miles, estimated to cost $26,000.00, of which the State's share to be $19,500. Commissioner Kidde questioned the need for this improvement other than as a purely local improvement, in view of the fact that there already exists a connection between these two main roads within one-quarter mile of VanEmburgh Avenue. Mr. Wilson informed the Commission that the authorities of the County of Bergen were favorable to the proposition and it would add to the valuations in this locality if this road was improved. The Chairman informed the visitors that Township Aid funds were not available until July 1, 1924, and that the application would be filed in order that this road may be given consideration together with other requests from Bergen County after that date.

Route 2, Bordentown.

The Secretary informed the Commission that Mr. Jay Tomlinson, City Attorney of Bordentown, was present to discuss the matter of water main on Route 2, Crosswicks Creek-Bordentown section. On motion duly seconded, a hearing was granted. Mr. Tomlinson appeared before the Commission and advised that the City of Bordentown has experienced considerable difficulty and stoppage of water supply due to leaks occuring in the water system where the same has been covered over by pavement on account of the construction of the Crosswicks Creek Bridge. He stated that the City of Bordentown is very desirous of having the pipe line permanently installed outside of the pavement in order that if there are any chance leaks, the same may be readily repaired. State Highway Engineer Sloan informed the Commission that the present condition of the pipe line at the Crosswicks Creek Bridge is purely temporary in order to preserve the water supply to the City of Bordentown. He informed the Commission further that when the work on Route 2 was begun, the City of Bordentown was instructed to properly provide for its water system and its water pipes in the same manner in which notification is given to public utility corporations. However, no cognizance was taken by the City of Bordentown of the desires of the State Highway Commission, and in order to protect the City of Bordentown, a temporary arrangement was affected whereby the water supply system was carried in temporary pipes and provision has been made in the construction of the new Crosswicks Creek Bridge for supports in which to carry the water pipes. He recommended to the Commission that the City of Bordentown be requested to furnish and lay new pipes through this section and along the State Highway as shown on plan prepared for this purpose and for the convenience of the City. Mr. Tomlinson informed the Commission that the City of Bordentown felt that inasmuch as the State Highway Commission has placed the road and thereby interfered with the existing water lines, it was the duty of the State Highway Commission to replace the said water lines in as good condition as before. State Highway Engineer Sloan informed the Commission that it is entirely up to the City of Bordentown to do everything necessary in order to protect its water lines since the highway is occupied by the pipes by courtesy only, and subject to proper maintenance by the City of Bordentown. Commissioner Kidde stated that inasmuch as the matter was called to the attention of the City of Bordentown several months ago, and no effort was made to cooperate with the State Highway Commission, there is nothing the Commission can do other than continue the temporary situation which is a connection, in view of the fact that the Commission could break the flow of water if it was deemed necessary. Mr. Tomlinson advised that he would carry this information back to the City Commissioners of Bordentown.

Request for Aid-Hunterdon Co.

The Secretary informed the Commission that Senator Agans of Hunterdon County was present with reference to Township Aid for the roads in Readington Township, Hunterdon County. On motion, duly seconded, a hearing was granted. Senator Agans appeared with the Chairman of the Readington Township Committee (Laird) and informed the Commission that application had been approved for funds for the Three Bridges Road in Readington Township in an amount of $5,600.00. However, the lowest bid received was $7,431.00, and there still remains approximately 600 feet of pavement to be completed in addition to this contract. He made the request that the Commission grant an additional amount of $3,351.00 for the completion of this work to the Raritan Township Line. Assistant State Highway Engineer Reed informed the Commission that this condition existed as explained and advised that he would recommend approval of the additional $3,351.00 on July 1st. Chairman Scott informed the delegation that under existing law it is impossible for the Commission to allot any money in advance of the actual funds being available, but he gave the assurance, by the assent of the other Commissioners, that the matter would be given serious consideration when an additional application came before the Commission on July 1st.

Request for Aid-Warren County

The Secretary informed the Commission that a delegation from Warren County was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Mr. Stryker of the Board of Freeholders and County Engineer Vetter. Mr. Stryker acted as spokesman, informing the Commission that the County of Warren was ready to advertise for four and one-half miles of highway from the Inter-State Bridge across the Delaware to Rieglesville to Warren Glen, Warren County, and was very desirous of securing State Aid on the proposition. He advised that it was the purpose of the County to construct this road of concrete eighteen feet in width, and suggested that aid in the same amount as Federal Aid be granted to the County. Commissioner Stewart inquired as to what the cost would be for adding an additional two feet to this pavement and County Engineer Vetter informed the Commission that this was estimated to cost $16,800.00. Mr. Stryker inquired whether the Commission would visit that section of Warren County and go over this roadway. Chairman Scott stated that he would be glad to cover that section of the State at any time. On motion by Mr. Stewart, seconded by Mr. Kidde, the matter was ordered taken under advisement at this time.

Route 4, Inland Waterway Bridge

Commissioner Kidde informed the Commission that he had been in conference with the State Highway Engineer on the matter of dredging work being proceeded with by the Board of Commerce & Navigation at the Inland Waterway Bridge location at Point Pleasant on Route 4, and he suggested to Mr. Spencer Smith, Chairman of that Board, to appear before the Commission in order that the matter might be cleared up. He informed the Commission further that Mr. Smith would appear at about two o'clock. In this connection State Highway Engineer Sloan read a telegram forwarded by him to the Board of Commerce & Navigation, in which the State Highway Commission placed itself on record as protesting against a continuation of the dredging for a period of two weeks in order that the State Highway contractor's equipment might be removed from the canal bed.

Right of Way-Amboy Bridge

Commissioner Jelin informed the Commission that he had found in connection with the property situation on Cleveland Avenue, Perth Amboy, needed for the approach to the new Amboy Bridge, that residents for the most part were foreign born and had been informed by their leaders that they should not dispose of their holdings except for very high rates. He also advised that the engineers in going through the location had aroused the curiosity of the residents and this also mitigated against the securing of options. He recommended to the Commission that authority be given for the holding of a public meeting in a local place where all of the owners of property on the line of Cleveland Avenue could be notified to be present and a conference could be held whereby these people could be informed of the benefits to be derived by their property, and further that there was a possibility of the Commission abandoning this location if suitable arrangements for the acquisition of the property could not be entered into. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission authorized Commissioner Jelin to hold such a public meeting at a local place in Perth Amboy as suggested by him.

Sidewalks-Route 16, Pluckemin

The Secretary presented a communication from Senator Clarence E. Case with reference to the construction of sidewalks along State Highway Route 16 at Pluckemin. State Highway Engineer Sloan informed the Commission that it was the desire of the Town of Pluckemin to construct sidewalks within the State Highway right of way on the 30 foot grade of the line, which would necessitate the destruction of a number of trees. He recommended to the Commission that permission be not granted to place sidewalks so close to the roadway. He presented a plan showing that the right of way width owned by the State is 66 feet and recommended that sidewalks be placed by the Town at a distance not less than 20 feet from the center line on each side which would give a 40 foot graded width between the sidewalks. On motion by Mr. Stewart, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved and the Secretary was directed to notify the Borough of Pluckemin that the State Highway Commission will not permit of the construction of sidewalks closer than necessary in order to leave a 40 foot graded width of roadway.

Route 16, South Somerville, Grade Crossing.

The Secretary presented a communication from Senator Clarence E. Case of Somerset County, requesting an opportunity to appear before the Commission with reference to the construction of Route 16 near the Lehigh Valley Railroad Bridge at South Somerville. The Secretary informed the Commission that Senator Case was present and inquired whether the Commission would hear him at this time. On motion, duly seconded, a hearing was granted. Senator Case appeared before the Commission and advised that a number of residents of South Somerville at the location of the proposed Lehigh Valley Railroad Crossing elimination were exercised over the fact that the Commission proposed to place a curve in the roadway leading to the new undergrade crossing instead of continuing the highway in a straight line as before. He also stated that the members of the Board of Freeholders of Somerset County were opposed to the proposition as undertaken by the Commission. He asked whether it would be possible for the Commission to grant a hearing to the residents of Somerset County who were interested in the proposition at Somerville, in the near future. After explanation by the State Highway Engineer, Commissioner Stewart moved that a public hearing be held on Wednesday, June 11th at 3:00 P.M. at the Court House in Somerville. This was seconded by Mr. Jelin and adopted.

Lake Street Bridge, Metuchen- Route 1.

Commissioner Stewart inquired as to the progress being made upon the Lake Street Bridge at Metuchen and stated that the present situation was very dangerous. State Highway Engineer Sloan informed the Commission that work on this bridge was ready to proceed and the matter was in the hands of the railroad and the Bridge Division.

Route 5, Section 14,
Morris Ave., Springfield

The Secretary presented a communication from J. L. Bauer, Engineer for Springfield Township, Union County, requesting information as to whether the Commission would approve reimbursement by Springfield Township for additional width of pavement on the Morris Turnpike section through Springfield Township, on the basis of five yearly payments instead of one when the work is completed. Commissioner Stewart voiced the opinion that this would establish a bad precedent on account of the financing involved with State Highway funds, and he moved that a communication be forwarded to Springfield Township with the advice that the State Highway Commission is opposed to the proposition because of the fact that it has never been done before, and it is not desired to establish a precedent; therefore, they would suggest to the Township that they can perhaps arrange their own financing of the money. This was seconded by Mr. Kidde and adopted.

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Route 10, Bluff Road

The Secretary presented a communication from J. N. Hayes in which he informed the Commission that his client Miss A. B. Williams, on Bluff Road, formerly a part of Route 10, had received notice that the State was going to take drastic action in disposing of property fronting her own and which was not acquired by condemnation but was purchased by regular deed. Mr. Hayes further requested that an extension of time of one month be granted to Miss Williams for the repurchasing of her property. The Secretary informed the Commission that in this connection there was received a check from the Secretary of Miss Williams for the sum of $450.00 with a communication in which she stated that payment was made under protest and asking an extension of thirty days in the matter. State Highway Engineer Sloan also presented a communication from A. C. Harts on the Bluff Road, requesting an extension of 30 days. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission determined, in view of the fact that several demands for extension of time of 30 days had been requested, that 30 days extension be granted to all property owners on Bluff Road, within which to purchase from the State property acquired for the construction of Bluff Road, and failure to take advantage of this opportunity on the part of the property owners will necessitate further action on the part of the State Highway Commission.

Advisory Board-Jersey City

The Secretary presented a communication from the Five Corners Association of Jersey City, together with a petition signed by over 2000 residents of Jersey City, protesting against the open cut for the approach to the Hudson River Vehicular Tunnel; also presenting letters from Mr. P. A. Gaddis, Mr. M. J. Miller, Mr. George Fugme and Mr. Edward J. White, protesting against the open cut at Jersey City. On motion by Mr. Jelin, seconded by Mr. Stewart, these communications were ordered referred to the State Highway Engineer for consideration with proper acknowledgment to be made by the Secretary.

Leave of Absence-V.J.Loughran

The Secretary presented a report from the General Bridge Supervisor on the condition of V. J. Loughran, Bridge Tender, who has been on a leave of absence with pay, due to tuberculosis, since September

1, 1923. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that leave of absence without pay be granted to Mr. Loughran effective May 16th, 1924, due to ill health and that Mr. Loughran be informed that when he is recovered sufficiently to be employed by the State, the Commission will be glad to give him his former status.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission recessed for luncheon at 1 P. M. to meet in regular session at 2 P. M. The Commission reconvened at 2 P. M. as agreed, with the same members present as at the morning session.

Route 4, Inland Waterway Bridge

The Secretary informed the Commission that Mr. J. S. Smith, together with members of the Board of Commerce & Navigation were present at this time. On motion, duly seconded, a hearing was authorized for this delegation. Mr. Smith appeared before the Commission and stated that it was the desire of his body to cooperate on the matter of the construction of the Inland Waterway Bridge at Point Pleasant, but at the same time the contractor on the dredging work had already gone beyond his time limit and the Board did not desire that any opportunity be granted to the contractor for filing any claims due to compulsory stopping of work through order of his Commission. He inquired as to the length of time it would be necessary for the work of dredging to stop and State Highway Engineer Sloan informed the Commission that he had received word from the contractor that within two weeks time he would be out of the way with his equipment for the bridge work, and the dredging could proceed. Mr. Smith informed the Commission that his Board would take the matter up with their c ounsel and if it was possible to secure a request from the dredging contractor for a two weeks cessation of work, then the same could be approved by his Commission. Mr. Smith took occasion to invite the State Highway Commission to be the guests of the Board of Commerce & Navitation on an inspection of the Inland Waterway, in view of the close relationship to intra-State travel between the counties and the highways. Chairman Scott informed Mr. Smith that the Commission could not set a definite date, but if a date was fixed in July an effort would be made to have representation.

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Hackensack River Bridge-Route 1

The Secretary presented a notice from the Board of Commerce & Navigation, advising of a hearing to be held on Wednesday, June 4th concerning the reconstruction of the Hackensack River Bridge on Route #1. He informed the Commission that Bridge Engineer Vogel would attend this hearing. On motion by Mr. Kidde, seconded by Mr. Jelin, the notice was ordered received and placed on file.

Shade Trees-White Horse Pike

The Secretary presented a communication from the Kiwanis Club of Hammonton, New Jersey, protesting against the unnecessary cutting down of shade trees on the White Horse Pike through Hammonton. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and acknowledged with the request that the State Highway Commission would be very glad to have any suggestions the Kiwanis Club of Hammonton might see fit to forward to its next meeting aa to what could be done in order to save the trees on the White Horse Pike when the widening takes place.

Invitation-Vineland Celebration

The Secretary presented a communication from the Vineland Chamber of Commerce, requesting the Commission to be their guests at a celebration to take place on account of the opening of the road between Vineland and Bridgeton and asking the Commission to name a Wednesday in the month of June when they could be present. On motion, duly seconded, the invitation was ordered acknowledged and the Secretary was directed to inform the Chamber of Commerce of Vineland, New Jersey, that the Commission will be glad to send a representation to Rainbow Lake for the Vineland Celebration, preferably during the month of July and that they are to proceed with the naming of their own date.

The Schedule of Business was next taken up for consideration, item by item as follows:

Musconetcong River Bridge-Route 5

State Highway Engineer Sloan presented the following bids received on May 26th for the construction of the Musconetcong River Bridge at M. P. 20.0 on Route 5, and recommended that award be made to R. T. & C. D. Stewart Construction Company at their's the lowest bid of $66,480.00:

R. T. & C. D. Stewart Const. Co.	$ 66,480.00
Smith Bros	66,735.00
L. J. Sieling	68,170.00
Tunnel Const. Corp	69,875.00
Arnolt-More, Inc	72,000.00
Kuchar Bros	75,000.00
T. M. Gibbs Const. Co	75,626.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Musconetcong River Bridge at M. P. 20.0 on Route 5, to the R. T. & C. D. Stewart Construction Company, at their's the lowest bid in the amount of $66,480.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

North Branch Bridge, Route 9

State Highway Engineer Sloan presented to the Commission a report of the following bids received on May 26th for the construction of a bridge over the North Branch of the Raritan River at M. P. 29.5 and 29.6 on Route 9, Section 8, and recommended award of contract to Richards & Gaston, the low bidders at 92.75% of the Engineer's estimated units of cost.

Richards & Gaston	92.75%
Tuller Const. Co	93.3
F. W. Schwiers, Jr. Co	93.5
S. S. Thompson & Co	94.4
Tunnel Const. Corp	94.75
Linde & Griffith	97.
Brann & Stewart	97.
P. I. Craig	97.5
General Cont. & Const. Co	98.
Arthur E. Smith	98.4
Thomas Sheehan	98.66
Frederick Snare Corp	102.6
Michael Staub & Kolyn Const. Co	103.89

In connection with this matter, Right of Way Engineer Meeker reported that the owner of mill and millrace on the location of the North Branch Bridge is now willing to sell his water rights and allow an island existing in the river to be taken out for the sum of $4,000.00, which State Highway Engineer Sloan informed the Commission would eliminate the necessity for a temporary bridge construction to an amount of $20,000.00. Commissioner Jelin, therefore, moved the adoption of the following resolution of award of contract to Richards & Gaston, the lowest bidders:

RESOLVED, that the contract for the construction of the North Branch Bridge over the Raritan River at M. P. 29.5 and 29.6 on Route 9, Section 8, be and the same is hereby awarded to Richards & Gaston of Somerville, the lowest bidders at 92.75 percent of the Engineer's estimated units of cost, said award being subject to agreement between the State Highway Engineer and the contractor for the elimination of certain items of work in the contract found unnecessary due to information received by the State Highway Commission at this meeting, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

In connection with the above item, Commissioner Kidde moved that the State Highway Engineer present a report as to the completion of the negotiations with the owner of property for his water rights and the cutting aside of an island in the location of the North Branch Bridge and also a full report as to the revised items included in the contract for the construction of the bridge. This was seconded by Mr. Stewart and adopted.

Route 9, Section 11

State Highway Engineer Sloan presented the following bids received on May 26th for the construction of Route 9, Section 11, Lincoln Ave., Plainfield section, and recommended award of contract to C. H. Winans Co. of Elizabeth, N. J. at their low bid of $137,437.46:

C. H. Winans Co.	$ 137,437.46
Public Service Production Co.	139.742.27
Joseph F. Burke	147,942.40

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 9, Section 11, Lincoln Avenue, Plainfield, to C. H. Winans Company of Elizabeth, N. J. at their's the lowest bid in the amount of $137,437.46, and

BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 5, Section 11- Bridges

State Highway Engineer Sloan presented to the Commission the following bids received for the construction of Bridges At M.P. 0.2 1.4 and 2.0 on Route 5, Section 11, Delaware-Belvidere section, and recommended award of contract to the lowest bidder, Jacob Stem of Stroudsburg, Pa. He advised the Commission that Mr. Stem had not yet had a contract for the State of New Jersey, but he had received sufficient information to warrant the letting of this contract to Mr. Stem at his the lowest bid in the amount of $25,800.00.

Jacob Stem	$ 25,800.00
Salmon Bros	30.540.00
T. M. Gibbs Const. Co	31,676.52
Kuchar Bros	33,000.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of bridges at M. P. 0.2, 1.4 and 2.0 on Route 5, Section 11, Delaware-Belvidere section, to Jacob Stem of Stroudsburg, Pa. at his the lowest bid in the amount of $25,800.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Kings Highway, Burlington County

State Highway Engineer Sloan reported to the Commission the bids received by Burlington County for the paving of 1.9 miles of Kings Highway, the alternate bids having been received for concrete and for slag foundation with asphalt surface. It appeared from the bids that the Union Paving Company was low bidder on both types with the lowest bid made for slag with asphalt surface. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Burlington County to the Union Paving Company for the paving of Kings Highway with slag foundation and asphalt top.

Route 2, Section 6.

State Highway Engineer Sloan reported to the Commission that he had given approval to plans and specifications for the resurfacing of Route 2, Section 6, at Burlington with sheet asphalt and advertisement for the same has been placed. On motion by Mr. Jelin, seconded by Mr. Stewart, the action of the State Highway Engineer was unanimously ratified, confirmed and approved.

Route 3, Section 11

State Highway Engineer Sloan reported that he had given approval to plans and specifications for the widening of the White Horse Pike known as Route 3, Section 11, and advertisement for the same has been placed. On motion by Mr. Jelin, seconded by Mr. Stewart, the action of the State Highway Engineer was unanimously ratified, confirmed and approved.

Route 9, Section 15.

State Highway Engineer Sloan reported approval of plans and specifications for the construction of Route 9, Section 15, Westfield-Lehigh Valley Railroad Section and advertisement for the same has been placed. On motion by Mr. Kidde, seconded by Mr. Stewart, the action of the State Highway Engineer was unanimously ratified, confirmed and approved.

Woodstown Bridge-Route 6

State Highway Engineer Sloan reported to the Commission the final completion of the bridge over the P. R. R. at Woodstown at M. P. 9.7 on Route 6 as of February 11th, 1924, and recommended acceptance of the same by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized final payment and acceptance of the Woodstown Bridge on Route 6 at M. P. 9.7.

Right of Way-Route 9, Section 11

Commissioner Stewart reported to the Commission that he had secured the necessary appraisals from J. J. McLoughlin, Real Estate operator of Plainfield, and was prepared to make a report. He informed the Commission that for the property of Louis Kadesh, known as Parcel #5 on Route 9, Section 11, the amount of $100.00 was considered a generous award and he moved that $100.00 be offered for this property and in the event of refusal that condemnation proceedings be entered into. This was seconded by Mr. Kidde and adopted.

On the property of Raptis and Pamfilis, known as Parcel #6 on Route 9, Section 11, Mr. Stewart moved that the sum of $100 be offered and in the event of its refusal that condemnation proceedings be entered into. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 9, Section 12

On the property of H. C. Lockwood, known as Parcels #4 and #7 on Route 9, Section 12, Commissioner Stewart moved that the sum of $1.00 be paid for each property and that a letter of thanks be forwarded to the owners. This was seconded by Mr. Kidde and adopted.

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On the property of Peter Breidt, known as Parcel #2 on Route 9, Section 12, Commissioner Stewart moved the approval of the payment of $300.00 which the owner will accept. This was seconded by Mr. Kidde and adopted.

On the property of H. C. Lockwood Company, known as Parcel #3 on Route 9, Section 12, Commissioner Stewart advised that Mr. Mc Laughlin was of the opinion that $1,200.00 would be a fair award for the property to be taken in view of the fact that the State will do work which will be beneficial to the company. He moved that an offer of $1,200.00 be made to the H. C. Lockwood Company for this property and in the event of its refusal that condemnation proceedings be instituted. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 8

Commissioner Kidde reported that he had made a study of the property of Marjorie Davies on Route 8 at Mountain View and although he had not received a report from Mr. Hughes, Real Estate man of Montclair, he was prepared to move an offer of $1,000.00 for the property, and if not accepted that condemnation proceedings be entered into. This was seconded by Mr. Jelin and adopted.

He also advised that he had made a study of the Forsberg property on Route 8 at Mountain View but was not prepared to make any report until the local appraiser had been over the property.

Right of Way-Route 5, Section 12

Commissioner Jelin reported that he had inspected the property of Drake and King on Route 5, Section 12, at Netcong and had ascertained that the moving of a building was involved which would make considerable expense and he was ready to move the approval of the recommendation of the Right of Way Division that $9,500.00 be paid to the owner. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 9, Section 11

On recommendation of the State Highway Engineer, Commissioner Stewart moved that an offer of $80.00 be made for the property of the Galligher Estate, known as Parcel #2 on Route 9, Section 11, Lincoln Avenue, Plainfield section, and in the event of failure to accept that condemnation be entered into in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 9, Section 11, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

BEGINNING at a point in the line of lands between the Estate of Adam Dealaman and Andrew, Margaret & John Galligher, where the same is intersected by the proposed new northerly right of way line of State Highway Route 9, Section 11, known locally as Bound Brook Road, said point being distant thirty (30) feet radially from the center line of Route 9 at Station 436 plus 89.21 as shown on plan attached hereto entitled "New Jersey State Highway Department, Route 9, Section 11, Property to be Acquired from Andrew, Margaret and John Galligher, Borough of Middlesex, Middlesex County, Scale: 1" = 50', Sept. 1923;" thence (1) northeasterly along the said new right of way line on a curve to the left with a radius of (925.37) feet, a distance of sixty-seven and thirty-seven one hundredths (67.37) feet to a point, said point being distant thirty (30) feet measured at right angles to the center line of Route 9 at a point of tangency at Station 464 plus 58.75; thence (2) still along the said new right of way line North thirty-eight degrees and thirty-six minutes East (N 38° 36' E) a distance of one hundred twenty-six and twenty-three one hundredths (126.23) feet to a point in the existing northerly side line of Bound Brook Road where the same is on a curve to meet the southerly line of the road leading to Warrenville; thence (3) southerly along said existing side line on a curve to the right with a radius of twenty (20) feet, a distance of fourteen and forty-five one hundredths (14.45) feet to a point in the said existing northerly side line, said point being distant twenty-five (25) feet from, measured at right angles to the center line of Route 9 at Station 465 plus 71.75; thence (4) along the said existing side line South thirty-eight degrees, thirty-six minutes West (S38°36'W) a distance of one hundred eighty-five (185) feet to a point in the line of lands of the Estate of Adam Dealaman; thence (5) along said line of lands North nineteen degrees six minutes West (N19°06'W) a distance of eight and eighty-one one hundredths (8.81) feet to the point and place of beginning.

Containing twenty-three one thousandths (0.023) acres, be the same more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of of the sum of $80.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Jelin and adopted.

Right of Way-Route 5, Section 11

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase agreement for the property of Edwin M. Allen and wife, known as Parcel #9 on Route 5, Section 11, Delaware-Belvidere section, for the consideration of $1.00 and the State to provide an approach to the property on the West side. This was seconded by Mr. Stewart and adopted.

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Right of Way-Route 9, Section 11

State Highway Engineer Sloan informed the Commission that Mr. L. C. Wyckoff has advised that he is unable to proceed with the purchase of the Dealaman house on Route 9, Section 11, as approved by the State Highway Commission on April 20th, and due to the failure of Mr. Wyckoff to remove the house he has directed the Construction Division to arrange for the removal of this house without expense to the State. On motion by Mr. Stewart, seconded by Mr. Jelin, the action of the State Highway Engineer was ratified, confirmed and approved.

Delia Avenue Bridge-Route 10

Commissioner Kidde reported that he had made final inspection of bridges at M. P. 9.9 and 10.0 at Delia Avenue and the Trolley Crossing on Route 10, and he moved that the same be accepted on the part of the State Highway Commission and final payment made. This was seconded by Mr. Jelin and adopted.

White's Mills Bridge-Route 8

Commissioner Kidde reported final inspection of bridge at White's Mills at M. P. 16.1 on Route 8, and he moved acceptance of the same as of May 15th, 1924. This was seconded by Mr. Jelin and adopted.

Crosswicks Creek Bridge-Route 2

State Highway Engineer Sloan reported to the Commission the final completion of the steel and superstructure of the Crosswicks Creek Bridge on Route 2 at M. P. 26.5, and he recommended final acceptance by the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously approved the acceptance and final payment by the State of the work done and material furnished by the Phoenix Bridge Company for the steel and superstructure of the Crosswicks Creek Bridge at M. P. 26.5 on Route 2.

Detour-Route 8, Sections 4 and 4-A

State Highway Engineer Sloan presented a report to the Commission in connection with the detour for Route 8, Sections 4 and 4-A, from Smith's Mills to Newfoundland and recommended that an additional $10,000.00 be authorized from the detour account in connection with the maintenance of this detour. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized an additional $10,000.00 for detour on Route 8, Sections 4 and 4-A.

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Advisory Board-Jersey City

State Highway Engineer Sloan reported to the Commission that in connection with the suggested alternate line from the tunnel entrance through Jersey City pending the appointment of an Engineer, to take charge of this work and the forming of an organization under his direction, it will not be possible to prepare plans and estimates covering these suggestions in view of the fact that it will require a great deal in order to make comparisons. On motion by Mr. Kidde, seconded by Mr. Stewart, the matter was ordered held over until the next meeting of the Commission.

Nichol Avenue, New Brunswick

State Highway Engineer Sloan reported to the Commission that an investigation had been made in connection with the case of the New Jersey College for Women, which is an extension of Nichol Avenue pavement to the College property and the cost would be $4,200.00. He advised, however, that this work was not of such a nature as could be deemed an approach to a State Institution. On motion by Mr. Stewart, seconded by Mr. Jelin, the report was ordered received and action on the matter was ordered for a later date.

Main Street Bridge, Hightstown· Route 1

State Highway Engineer Sloan reported to the Commission the satisfactory completion of parapet walls on the Main Street Bridge at Hightstown, and recommended that payment of $1,100.00, authorized by the State, be credited to the account of the Borough of Hightstown. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the payment of $1,100.00 to the Borough of Hightstown as recommended by the State Highway Engineer and directed that this money be deducted from the amount due the State for Highway work done in Hightstown.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following list of employments as made by the State Highway Engineer since the last meeting of the Commission:

6-2-24	Joseph Courter,	Bridge Inspector	$ 180.00 mo.
6-4-24	Theodore Banks,	Asst. Test. Chemist	125.00
6-5-24	Nathan Levin,	Rodman,	90.00
6-1-24	F. H. Rankin,	Gravel Patrolman	85.00
6-1-24	Chas. P. Pedrow,	" "	90.00
6-1-24	Chas. L. Sagers,	" "	85.00

5-27-24	Timothy Murphy,	Lab. Helper,	$ 80.00	mo.
6- 2-24	Ed. W. Kilpatrick,	Rodman,	90.00	
6- 9-24	Meyer Tiefenbrun,	Res. Highway Engr.	240.00	
6-16-24	Geo. Sullivan,	Core Drill Mechanic	.70	hour
5-16-24	Harry Hagin,	" " "	.70	
5-17-24	David Sutton,	Motor Truck Driver	.45	
5-16-24	Thos. Tierney,	" " "	.45	
5-16-24	Frank Lane,	" " "	.45	
5-16-24	Peter Muccio,	" " "	.45	
5-16-24	Walter Nelson,	" " "	.40	
5-17-24	J. E. Barracliff,	" " "	.40	
5-16-24	Harry Wible,	" " "	.40	
5-16-24	Frank Vennell,	" " "	.40	
5-16-24	Wilson Hannold,	" " "	.40	
5-17-24	William E. Camp,	" " "	.40	

Resignations

6-1	David Boswell	Resident Engineer.	$ 225.00	mo.
6-15	Harry A. Darrah	Laboratory Asst.	115.00	
5-24	Ed. M. Clarke,	Br. Const. Inspector,		
5-31	Jas. E. Minnich,	Bridge Designer,		
6-1	J. H. Eaton,	Resident Engineer.		
5-24	E. E. Miller,	Rollerman		
5-31	B. L. Gage,	Test. Chemist.		

Death Claim, John Gocek

State Highway Engineer Sloan presented to the Commission the bill for the funeral expenses on account of the death of John Gocek who was accidentally killed by an automobile of the State Highway Department on May 11, 1920. The Secretary informed the Commission that no action could be taken in previous years since there was no provision for its financing; however, due to the clause placed in the last appropriation bill, there was permission granted for the payment of properly approved damage claims. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the payment of funeral expenses in the amount of $295.50 in the case of John Gocek, subject to the approval of the Attorney General, in view of the fact that this antedates the action taken by the Legislature.

Bridgeton-Pt. Norris Road Section 1, Cumberland County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of project agreement and agreement between Cumberland County and the State of New Jersey for the construction of the Bridgeton-Port Norris Road, Section 1, Cumberland County Federal Aid Project 60. This was seconded by Mr. Kidde and adopted.

Warren County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of plans and specifications for the Carpenterville-Alpha Road, Pohatcong Township, Warren County, Township Aid. This was seconded by Mr. Stewart and adopted.

Gloucester County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of Twonship Aid force account agreement on the Pitman-Richwood Road, Mantua Township, Gloucester County, Township Aid. This was seconded by Mr. Jelin and adopted.

Cumberland Co.-Township & Boro Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of request of the Greenwich Township Committee of Cumberland County for permission to insert an item in the price agreement of $1.12½ per hour for trucks for use in the construction of the Canton-Greenwich Road, Greenwich Township, since this will result in a saving to the County. This was seconded by Mr. Stewart and adopted.

Atlantic Co.-Township & Boro Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract by Weymouth Township, for the Buena-Tuckahoe Road, Section 3, Weymouth Township, Atlantic Co., Township and Boro Aid. This was seconded by Mr. Kidde and adopted.

Warrick Road, Camden County

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract by the Board of Freeholders of Camden County for the Warrick Road from Haddonfield to Evesham road, Camden County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Kings Highway, Camden County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of award of contract by Camden County for the Kings Highway from Colestown to the Burlington County Line, Camden Co. Motor Vehicle Aid. This was seconded by Mr. Jelin adopted.

Maintenance Materials, 1924, Camden County

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of award of contract by the Camden County Board of Freeholders for maintenance and repair materials to be used during 1924. This was seconded by Mr. Stewart and adopted.

Salem-Hancock's Bridge Road,
Salem County

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of resolution adopted by the Board of Freeholders of Salem County authorizing the County Engineer to have surveys made and prepare plans and specifications for the reconstruction of the remaining portions of the Salem-Hancock's Bridge Road from Moore's Corner to the Bridge over Alloway Creek. This was seconded by Mr. Jelin and adopted.

Atlantic County-Motor
Vehicle Aid

State Highway Engineer Sloan presented to the Commission plans and specifications for the construction of the Absecon Boulevard, Atlantic County, Motor Vehicle Aid, for which the Commission had set aside the sum of $50,000.00, the work to be done with sheet asphalt surface on concrete base. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Absecon Boulevard, Atlantic County, which approval carried with it an allotment from the State of $50,000.00 from the Motor Vehicle Reserve Account for this work.

Old Bridge-Matawan Road,
Middlesex Co.

On recommendation by the State Highway Engineer, Commissioner Stewart moved the approval of plans and specifications for the Old Bridge-Matawan Road, Middlesex County Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Gloucester County Motor
Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of plans and specifications for the reconstruction of the three different sections of the Woodbury-Swedesboro Road, Gloucester County Motor Vehicle Aid work. This was seconded by Mr. Jelin and adopted.

Signs, County

State Highway Engineer Sloan presented a report from Assistant State Highway Engineer Reed giving information as to what is being done by the various counties of the State in the matter of proper directionary signs in the counties. On motion by Mr. Kidde, seconded by Mr. Stewart, it was directed that a copy of this report be prepared and forwarded to each of the Commissioners for their study.

Hudson County M. V.
Schedule 1924.

State Highway Engineer Sloan presented to the Commission correspondence had with the County Engineer of Hudson County, in which request was made for permission to change the county road schedule in view of the fact that the Board is desirous of improving Tonnelle Ave. instead of County Road, which appeared in the Motor Vehicle schedule for 1924. He recommended to the Commission that no change be permitted at this time in the County Motor Vehicle Schedule. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a communication be forwarded to the Board of Freeholders of Hudson County, advising that the Commission is unwilling to change the Motor Vehicle Schedule and agreement as filed, and is anxious that the County proceed with the work in accordance with this schedule, but if there is any very serious difficulty involved, the Commission will be glad to give the Freeholders a hearing in the matter. This was seconded by Mr. Stewart and adopted.

State Road Map, 1924

Commissioner Stewart inquired concerning the progress being made on the State Road Map for 1924 distribution, advising that he understood that this matter was being held up in the office of the Commission. The Secretary informed the Commission that all papers necessary for the completion of this map had been placed in the hands of the printer, two weeks past, and that promise was made for delivery on June 10th. The Secretary presented a statement prepared for printing with this map and the same was read by Mr. Stewart and was approved by all the Commissioners.

Right of Way, Morgan
Grade Crossing - Route 4

Commissioner Jelin requested permission to return all the papers in connection with the right of way matters at Morgan, and moved that the same be referred to Commissioner Stewart for investigation. This was seconded by Mr. Kidde and adopted.

Amboy Bridge

State Highway Engineer Sloan informed the Commission that some-

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time during the next week the first caisson would be launched on the site of the New Amboy Bridge, and hw would give notice to the Commissioners of the exact time and date.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting adjourned at 5:30 P.M., to meet in regular session again on Tuesday, June 10th, at 10:30 A. M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - June 10th, 1924.

A regular meeting of the State Highway Commission was held at the office of the State Highway Department at Perth Amboy, on the location of the New Amboy Bridge, on Tuesday, June 10th, 1924. The meeting was called to order at 10:00 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route #11, Washington Ave., Belleville.

Commissioner Kidde informed the Commission that he had been in conference with the Public Service Corporation and he had asked the Vice-President of that Company to send a representative of that Corporation to this meeting for the purpose of clarifying the situation and reaching an agreement as to the trolley work on Route #11, Washington Ave., Belleville, and he introduced Mr. Martin White, Chief Engineer of the Railway Company who informed the Commission that he was prepared to offer a proposition whereby the Railway Company will move its tracks and place new tracks, ties and ballast, providing the State Highway Commission will attend to the paving with concrete and blocks and release the railway company of future maintenance on the paving work. He also stated that the Public Service Railway Corporation would expect that they be given several years in which to reimburse the State for the financing of the actual track work. Commissioner Kidde stated that there appeared to be no progress from that discussed with the Vice-president of the company and he stated that it was his feeling that there was an obligation on the part of the railway company in its franchise to maintain a macadam pavement between its tracks and eighteen inches outside thereof, which should not be disregarded, being worth a certain amount of money if it was capitalized. Mr. White stated that the railway company felt that if the existing Belgian block was turned over to the State for repaving the tracks, the value of the block would overcome any difference. After further discussion State Highway Engineer Sloan thought that the Commission was practically in agreement on all items on this work except the value of the maintenance of macadam pavement and the matter of moving the poles along the roadway. Mr. White informed the Commission that he had spoken with the Vice-President of his company and his company and his company is willing to go along on this work with the condition that the State Highway Commission would move the poles and wire at their own expense and prepare the grade on which the railway company would lay its tracks in the center of the street, the railway company to furnish new rails, ties, spikes, etc., and the State to finance such work for the railway company over a period of several years, the State also to do all paving and concrete work necessary after the tracks are placed.

The State Highway Engineer informed the Commission that except for poles and wire the general line of this claim was tentatively agreed to except that there is a claim made by the Stae for $12,000.00 additional for macadam pavement in lieu of the fact that the railway company will not maintain this roadway in the future. Mr. White stated that his company felt that it was giving the State $20,000.00 worth of belgian block to cover this item. Commissioner Jelin stated that he believed the matter of an agreement could be negotiated very well, but he was not certain that the State Highway Commission should finance the railway company for any numbers of years.

Commissioner Kidde stated that he understood that the railway company proposed to include the cost of this work in its 1925 budget.

Commissioner Stewart inquired as to the length of time the railway company desired for financing, and Mr. White advised that it had been the policy in the past to secure from three to five years and in no case less than three years.

The Secretary informed the Commission that in a number of instances in the past arrangements had been made with the approval of the Attorney General for the financing of the work as done by the Public Utility Corporation.

Commissioner Kidde stated that he felt that the matter of moving the poles was entirely the responsibility of the railway company under their franchise.

State Highway Engineer Sloan thought that the question of moving the poles was entirely a legal matter, and if this was part of the franchise requirements, then it should be up to the Public Service Corporation, and if not, the State should take care of the moving of the poles.

Commissioner Stewart suggested that an agreement be entered into with the Public Service Corporation whereby the State would finance the work over a period of two years, and the Public Service Corporation would pay an additional amount of $6,000.00 or one-half of the claim originally made by the State. The commission agreed to make this proposal.

Mr. White stated that he would report this proposition to his superiors and would give an answer within a day or two.

Metuchen-Perth Amboy Road,
Middlesex County

The Secretary presented a communication from Hon. Geo. S. Silzer, enclosing a copy of a letter written by him to the Foreman of the Middlesex County Grand Jury, requesting that information be sought as to the responsibility for the condition of the Metuchen-Perth Amboy Road in Middlesex County. State Highway Engineer Sloan informed the Commission that this road was scheduled for reconstruction during the present year by the County of Middlesex and there was only an item of $5,250.00 in the county repair schedule covering a section of the road not placed under contract. Commissioner Stewart inquired whether there was any way in which the State Highway Commission could receive notice from thecounties as to the time of opening and closing of roads for construction and for detours. Commissioner Jelin suggested that a recommendation be made to the next Legislature whereby on all county and State roads a satisfactory detour must be provided before construction work is started on any main highway, and in the event no detour is provided, that one side of the road be maintained in satisfactory condition. Commissioner Kidde suggested that this matter be placed in the hands of the State Highway Engineer for determining upon the legal and engineering features of such legislation and that a report be submitted to the Commission at an early date covering this matter. On motion by

Mr. Stewart, seconded by Mr. Jelin, the communication from Governor Silzer was ordered received and reply made to the effect that the State Highway Commission will give the matter careful study and will endeavor to draft legislation to cover this matter. This was seconded by Mr. Jelin and adopted.

Route #14, Egg Harbor-Mays Landing

The Secretary presented a resolution from the City Commission of Atlantic City favoring the early construction of Route #14 between Egg Harbor and Mays Landing. The Secretary informed the Commission that this covered that section of the road where it was determined by the Commission that the money applied should be released for application on sections of the Delsea Drive and the Harding Highway. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and acknowledged with the advice that this section of Route #14 was eliminated from the State Highway construction program this year, due to the fact that the money could be expended to better advantage on the Harding Highway and the Delsea Drive, and also for the widening of the White Horse Pike which it was felt would relieve the necessity for the construction of Route #14 between Egg Harbor and Mays Landing to a considerable extent.

Rt. #14, Egg Harbor-Mays Landing

The Secretary presented a communication received from the Hon. Robert J. Kay, Director of Revenue & Finance of Cape May County, urging the early construction of the Egg Harbor-Mays Landing Section of Route #14. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with the advice that this section of Route #14 was eliminated from the State Highway construction program this year, due to the fact that the money could be expended to better advantage on the Harding Highway and the Delsea Drive and also on the White Horse Pike, which it was felt, would relieve the necessity for the construction of Route #14 between Egg Harbor and Mays Landing to a considerable extent.

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Route 13 - Detours.

The Secretary presented a communication received from Mr. H. L. Houpt, of the Princeton Nurseries, at Kingston, New Jersey urging the improvement or repair of the Ridge Road between Princeton and Brunswick Avenue, Trenton, used as a detour during the construction of Rt. #13. State Highway Engineer Sloan informed the Commission that due to delay in the completion of Route #13, it would be desirable to place a surface treatment upon the macadam pavement on the Ridge Road, and he recommended to the Commission that the sum of $8,000.00 be set aside for the repairs to this road. On motion by Mr. stewart, seconded by Mr. Jelin, the State Highway Commission directed that the sum of $8,000.00 be expended for surface treating of the Ridge Road used as a detour during the construction of Route #13.

Detours,-General.

The Secretary presented a communication from the Township of Bernards in Somerset County, requesting the State Highway Commission to make an allowance of funds for the repair of roads used as detours during the construction of Route #16. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the request be denied with the advice that the State Highway Commission cannot expend its funds on roads not designated as official detours.

State Highway Road Maps, 1924

The Secretary presented to the Commission a completed proof of the 1924 State Highway Road Map and informed the Commission that the same will be ready for distribution on June 16th. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the proof as submitted and authorized distribution of the road maps as soon as received.

Maintenance Materials,
State Highway 1924.

State Highway Engineer Sloan presented to the Commission the following report on bids received on June 9th for lignin binder, calcium chloride and asphaltic oil grade 300, and recommended that award of contract be made to M. R. Young of Trenton, New Jersey, at his the lowest bid submitted for lignin binder, applied, at prices ranging from 8.6 to 9.12 cents per gallon. He further informed the Commission that this price represented a saving of approximately $14,000.00 over the price received on the same amount of material in 1923.

LIGNIN BINDER

	Per Gallon	Total
M. R. Young	8.6 to 9.12¢	$49,604.00
Asphalt Service Inc.	11.5 to 11.7¢	65,028.28
Good Roads Co.Inc.	11.75 to 12¢	66,522.14

CALCIUM CHLORIDE

	Per Ton	Total
Wing & Evans Inc.,	$31.40 to $2.05	$ 62,198.40

ASPHALTIC OIL SCC

	Per Gal.	Total
Clinton Asphalt Rd. Oiling Co.	19.4 to 20.08¢	$155,547.05
Asphalt Service Inc.	12.98 to 13.83¢	104,431.65
Dosch-King	28¢ on part	35,487.20
The Good Roads Co. Inc.	15.3 to 15.9¢ on part	82,546.95

On motion by Mr. Stewart, seconded by Mr. Kidde, the State highway Commission approved the award of contract for the furnishing of 559,380 gallons of lignin binder to be applied as directed by the Maintenance Division at a total price of $49,604.00, to M. R. Young of Trenton, N. J., his being the lowest bid submitted.

Route #15, Section #5

State Highway Engineer Sloan reported the completion of Route #15 Sec. 5, Millville - Menantico Creek section and recommended final inspection by the Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission referred this final inspection to Commissioner Jelin.

Route #15, Section 6

State Highway Engineer Sloan reported the final completion date for Route #15, Section #6, Leesburg Cut-Off as on June 14, 1924, and recommended that the same be given final inspection. On motion by Mr. Stewart, seconded by Mr. Kidde, this inspection was referred to Commissioner Jelin.

Lupatcong Creek Bridge,
Route #4

State Highway Engineer Sloan reported the completion of the Lupatcong Creek Bridge at M. P. 100.9 on Route #4 at Keyport and recommended final acceptance by the Commission.

June 10th, 1924.

On motion by Mr. Stewart, seconded by Mr. Kidde, Commissioner Jelin was authorized to make final inspection of this bridge work.

Extensions of Time- General

State Highway Engineer Sloan took occasion at this time to advise that the general unfavorable conditions of the spring weather has prevented work on the part of the contractors who have a definite number of days within which to complete their contracts, and he recommended to the Commission that on all contracts continuing over from 1923 where the time of completion is fixed at less than one year, there be granted an extension of thirty days within which to complete their contracts, provided the contractors have started promptly upon their work. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was unanimously approved.

Right of Way, Route #7,
Section #3

On recommendation by the State Highway Engineer, Commissioner Kidde moved approval of the following purchase agreements for property on Route #7, Section #3, Anderson's Corner-Colt's Neck Road.

Parcels #2 & 3,	Wm. N. Tilton,	$ 86.84
" 4 & 5,	Robert Davison, et als, Geo. Pittenger, Executor	100.00
" 14 & 15,	Austin Hurley Estate	200.00
" #20,	Gustave A. Harms & Wife,	30.00

This was seconded by Mr. Jelin and adopted.

Right of Way, Musconetcong
River Bridge, Route #5

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of purchase agreements and easements for property necessary for widening and for the construction of a temporary bridge on Route #5 at M. P. 20.0 over the Musconetcong River at Hackettstown, as follows:

Parcel #1 (purchase) & #1A (easement) Ray W. & Jennie E.
Hart, consideration - $25.00
Parcel #2 (purchase) & #2A (easement) Abraham & Mary J.
Thomas, consideration - $175.00
Parcel #3 (purchase) Floyd W. & Elizabeth Greundyke,
consideration $75.00

This was seconded by Mr. Jelin and adopted.

Right of Way, Rt. #7, Sec. #2

On recommendation of the State Highway Engineer, Commis-

June 10th, 1924.

sioner Jelin moved approval of the following purchase agreements for property on Route #7, Section #2, Golf Course-Anderson's Corner Section:

Parcel	#2, Joseph & Dorothy Kernan,	consideration	$ 1.00
"	#4 & 6, Hanna M. Tilton,	"	215.00
"	#5, Amos Tilton,	"	150.00
"	#7, Helen A. & Roy S. Davison,	"	200.00
"	#19, Hannah A. B. Stout,	"	200.00
"	#26, Samuel & Mary Barbara,	"	80.84
"	#27, Harry H. & Louise J. Hohman,	"	27.48
"	#16, Charles & Frances M. Tilton,	"	278.00
"	#23, Joseph H. Lippincott,	"	50.00
"	#25, Henry Gleim,	"	26.00

This was seconded by Mr. Stewart and adopted.

Right of Way, Route #5, Section #11

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of purchase of Parcel #1 & #1A on Route #5, Sec. #11, Delaware-Belvidere Section from the Knowlton Turnpike and Bridge Company, for the consideration of $600.00. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #5

State Highway Engineer Sloan presented to the Commission a report concerning public sale held on the Buttsvill Hotel property on Route #5, and recommended that the Commission approve the purchase of this property in the amount of mortgages judgment plus unpaid taxes, which will amount to about $3,705.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the Buttzville Hotel property at an amount equal to the mortgages judgment plus unpaid taxes.

Right of Way, Hackensack
River Bridge - Route 1

Chairman Scott informed the Commission that he had received a callfrom Mr. Bowen, owner of property taken by the State for the construction of the temporary Hackensack River Bridge and had made the claim that this matter had now been pending for three years without any compensation being made to him for land taken. The Secretary informed the Commission that this matter has been pending for approximately two years and that in view of the fact that Mr. Bowen had refused to accept the offer made by the State, it was now under condemnation proceedings and a date for the hearings has been fixed by the court. On motion by Mr. Stewart, seconded by Mr.

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Mills. The State Highway Commission directed that Mr. Bowen be advised that the entire matter is now in the hands of the Court and the date of hearings would be fixed by the Court, and the State Highway Commission has no further jurisdiction in the matter unless it is the desire of Mr. Bowen to make settlement, in view of which the State Highway Commission could, by proper motion, withdraw the proceedings.

New ~~Perth~~ Amboy Bridge

State Highway Engineer Sloan presented a communication from Mr. C. L. [illegible], Supervising Engineer on the ~~Perth~~ Amboy bridge, [illegible] Ledger [illegible], Dolphin [illegible] & Morris Company requesting that they be paid for the granite delivered [illegible] but not placed. It was reported by the Engineer that this [illegible]. [illegible] of the contract [illegible] delivery of the granite in [illegible] and other [illegible] from the owner of the land on which the granite is being stored [illegible] of the State. Commissioner [illegible] moved that the recommendation of the State Highway Engineer be approved and 80% of the [illegible] of the granite be paid to the contractor, provided a release is furnished by the contractor from the vendor of the granite, and also subject to proper release from the property owner of the land on which the granite is stored, and also subject to such other [illegible] as the State Highway Engineer may advise. This was seconded by Mr. Kidde and adopted.

Federal Aid, - Cumberland County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the [illegible] of project agreement and agreement between the State and the County of Cumberland for the construction of the [illegible] Road, Section A, in Cumberland County, known as Federal Aid Project #[illegible]. This was seconded by Mr. [illegible] and adopted.

Gloucester County - Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment of the [illegible]-[illegible] Road, [illegible] Township, Gloucester County, Township [illegible]. This was seconded by Mr. [illegible] and adopted.

June 10th, 19[illegible].

[illegible] County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Jelin [illegible] the [illegible] Rd., Section A, [illegible] Township, [illegible] County Township Aid. This was seconded by Mr. [illegible] and carried.

Employments

State Highway Engineer [illegible] presented to the Commission the following list of employments made by him since the last meeting of the Commission and recommended ratification of the same.

Monthly Basis

[illegible]-1-24	[illegible] Hone,	Junior Engineer,	$ [illegible]
6-1-24	P. J. O'[illegible],	" "	[illegible]
6-4-24	Russell P. [illegible],	[illegible]	[illegible]
[illegible]	P. A. [illegible]	" "	[illegible]
[illegible]	Louis S. D[illegible],	" " "	[illegible]
[illegible]	N. S. [illegible],	[illegible],	[illegible]
[illegible]	W. J. [illegible],	" "	[illegible]
[illegible]	Andrew Williams	[illegible],	[illegible]
6-1-[illegible]	[illegible],	[illegible].	[illegible]
[illegible]	John [illegible],	[illegible],	[illegible]
[illegible]	[illegible],	[illegible].	[illegible]

Leave of Absence, Discharges, and Resignations

6-15-24 R. P. Curry, Highway Const. Insp. Three months leave.

6-1-24 J. H. Noble, Junior Engineer, Resigned.
6-1-24 B. L. Gage, Test. Chemist, Resigned.
5-29-24 C. E. Whitehair, Rollerman, Resigned.
6-4-24 Arthur Taylor, Traffic Enumer, Discharged.

Hourly Basis, Employments

5-27-24	Christie Reinbeck,	Motor Truck Driver,	.45
5-22-24	Chas. Cooper,	" " "	.45
5-23-24	Walter Peterson,	" " "	.40
5-23-24	Horace Bruner,	" " "	.40
5-27-24	E. H. Deyerberg,	Mechanic	.60
5-27-24	Herbert Brinkman,	Motor Truck Driver,	.45
5-27-24	Henry Brinkman,	" " "	.45
5-20-24	John Hendershot,	" " "	.45
6-3-24	Thos. C. Mitchell,	" " "	.45
5-23-24	Sheppard Thompson,	" " "	.40
5-24-24	Everett Hewitt,	" " "	.40
5-28-24	Charles Sainsot,	" " "	.40
5-26-24	Thos. Bush,	" " "	.45
5-28-24	Ernest Scott,	" " "	.40
5-22-24	Freeman Wilson,	" " "	.40
5-28-24	Burton Lloyd,	" " "	.40
5-26-24	Albert May,	" " "	.40
5-29-24	Charles Thompson,	" " "	.40

Increases

6-1-24 E. S. Clugston, Mechanic, .70 to .75

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously ratified, confirmed and approved the employments as recommended by the State Highway Engineer.

Right of Way, Rt. #8,

Commissioner Kidde reported that he had received an appraisal from Frank Hughes Company of the property of C. F. Forsberg on Route #8, at Mountain View, and he moved that all papers in the matter be returned to the Right of Way Division with instructions that an offer be made to Mr. Forsberg of $12,448.65 for his property. This was seconded by Mr. Stewart and adopted.

Right of Way, Rt. 8.

Commissioner Kidde reported that Mr. Hughes has inspected the property of Miss Majorie L. Davies, known as Parcel #8 on Route #8 at Mountain View, and he moved that $1,000.00 be offered for this property. This was seconded by Mr. Jelin and adopted.

Right of Way, Amboy Bridge.

Commissioner Jelin reported to the Commission that he had arranged for a public meeting to be held in Perth Amboy at 7:00 P.M., this day for the purpose of meeting all the property owners interested in the location of Route #4 on Cleveland Ave., in Perth Amboy, as an approach to the New Amboy Bridge. On motion by Mr. Kidde, seconded by Mr. Stewart, this arrangement was approved ofby the State Highway Commission.

Right of Way, Route 18

Commissioner Kidde reported to the Commission that it was his understanding that work on Route #18 was prepared to proceed when the property matters were adjusted, and he requested authority to take up the matter of property to be acquired with the Inter-State Park Commissioners, in order that the project might be furthered. On motion by Mr. Stewart seconded by Mr. Jelin, the State Highway Commission granted authority to Mr. Kidde to hold such conferences with the Inter-State Park Commissioners on the matter of Route #18, property.

Amboy Bridge

The Secretary informed the Commission that the contractors on the placing of the caisson for the New Amboy Bridge had informed him that this would occur at 1:30 P.M., and prior to this time the State Highway Commission was to meet the members of the Victory Bridge Advisory Board at lunch at the Perth Amboy Club. Chairman Scott, therefore, declared the meeting adjourned at 11:50 A.M., in order that the Commissioners might attend this dinner and view the placing of the caisson.

On motion, duly seconded, the Commission adjourned at 11:50 A. M. to meet in regular session on Wednesday, June 18th, at 10 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - June 18th, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting room, Broad Street Bank Building, Trenton, on Wednesday, June 18th, 1924. The meeting was called to order at 10:00 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart.

Hearings

The Secretary informed the Commission that since the last meeting of the Commission there were two hearings held by Commissioner Jelin, one at Perth Amboy on Tuesday, June 10th and another at Somerville on June 11th.

On the matter of Perth Amboy, Commissioner Jelin reported that he had a formal report in the schedule of business for this matter.

Rt. 16, South Somerville-
Grade Crossing Elimination

On the matter of the meeting in Somerville, Commissioner Jelin advised that Senator Case appeared as representative of a number of residents of that vicinity, and together with members of the Board of Freeholders, protested against the alignment for the Lehigh Valley Railroad Crossing Elimination on Route ~~#6~~ 16 at South Somerville. He advised that it appeared to be the feeling of the residents that the railway company was to be benefitted under the plan proposed by the State Highway Commission. This impression was corrected with the advice that the Lehigh Valley Railway Company is to contribute $40,000.00 toward the improvement in which every manner the same was effected. It was also explained to the residents that if a straight line was adopted for the Route, there would be an additional 42' of covered roadway over that proposed. In addition to that it was pointed out that there are other points on this route where the curvature is 6° or more, he stated that the entire recommendation of the residents and freeholders was to the effect that Somerset County was entitled to the consideration of the State Highway Commission for the building of straight highways, even though there was involved in this case an expenditure of $40,000.00 by the State. Commissioner Jelin advised that he had no recommendation to make, but he stated that at the conclusion of the meeting it appeared that all of the questions in the minds of the local residents, had been cleared up.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 9, Section 15

State Highway Engineer Sloan presented a report of bids received on June 16th, 1924, for the construction of Route #9, Section #15, Westfield-Lehigh Valley R. R., and recommended that award of contract be made to the Newark Paving Company of Newark, New Jersey, at their low bid of $284,208.07.

Newark Paving Company	$284,208.07
Weldon Cont. Co.	287,283.46
Public Service Prod. Co	293,067.84
Michael Staub	293,435.60
C. H. Winans Co.	293,843.40
Joseph F. Burke	316,296.37
J. F. Chapman & Son	319,878.76

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 9, Section 11, Westfield-Lehigh Valley R. R. to the Newark Paving Co. of Newark, N. J., at their's the lowest bid in the amount of $284,208.07, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 3, Section #11

State Highway Engineer Sloan presented a report of the following bids received on June 16th for the construction of Route 3, Section 11, Berlin-Hammonton Section (widening White Horse Pike), and recommended award of contract to Charles T. Kavanagh, at his the lowest bid in the amount of $77,107.66.

Charles T. Kavanaugh	$ 77,107.66
Fish-Rutherford, Inc.	94,872.34
W. C. Lock	100,969.87
Michael Staub	104,657.00
Zanratti Cont. Corp.	108,995.35
Ralph Sangiovanni	109,458.50
Sutton & Corson	109,747.38
T. J. M. Cont. Co.	115,639.97

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

June 18th, 1924.

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 3, Sec. 11, Berlin-Hammonton (widening White Horse Pike), to Charles T. Kavanaugh, at his the lowest bid in the amount of $77,107.66, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #2, Section #6

State Highway Engineer Sloan presented the following report of bids received on June 16th, for the paving of Route #2, Section #6, Burlington-Bridgeboro, with sheet asphalt and recommended award of contract to the Union Paving Company of Philadelphia, Pa., at their's the lowest bid in the amount of $63,360.00.

Union Paving Company	$ 63,360.00
Joseph F. Burke	64,320.00
Standard Bitulithic Co.	72,960.00
Willite Rd. Const. Co.	81,120.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the paving of Route 2, Sec. 6, Burlington-Bridgeboro Section to the Union Paving Co. of Philadelphia, Pa., at their's the lowest bid in the amount of $63,360.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 9, Section 11

On recommendation of the State Highway Engineer, Commissioner Jelin moved that approval be given to the subletting of track work on Route 9, Section 11, by the C. H. Winans Company, contractors, to the Public Service Railway Company. This was seconded by Mr. Kidde and adopted.

Pompton River Bridge Route 8.

State Highway Engineer Sloan reported approval of plans and specifications for a bridge at M. P. 9.1 on Route 8 at Pompton River, and recommended approval of advertisement by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving said plans and specifications, and authorized advertisement to be placed for the work.

Right of Way, Amboy Br.

The Sectetary presented the following report from Commissioner

June 18th, 1924.

Jelin on the matter of hearing at Perth Amboy for the acquisition of property required by the State on the Cleveland Avenue approach to the New Amboy Bridge.

Right of Way, Rt. 4,
Cleveland Ave., Perth Amboy.

June 18, 1924.

To the State Highway Commission:

In accordance with authority granted at the last Commission meeting, the writer held a meeting on the matter of property required by the State on Cleveland Avenue approach to the Amboy Bridge, in a small meeting hall, on Brace Street, Perth Amboy, near the site of the bridge.

There were 22 property owners involved and all appeared with the exception of one, who advised by telephone that he could not appear.

As Chairman, the writer explained the magnitude of the bridge project and the desirability of making a direct line to the bridge. It was also explained that the State Highway Commission did not desire to go through any district ruthlessly, or do harm to anyone, and for this reason, appraisals had been secured from three expert real-estate operators, and also from two contractors on house removals, and it was the purpose to offer the highest appraised value for the land taken.

Each property owner was called upon to hear the appraisals on the property, and the cost of moving the building, and was asked whether he was satisfied. In cases where the owners could not speak English, they brought sons or daughters who could interpret for them. The following property owners were present or represented and gave answers as indicated:

1. Mary Schiller, 531 Brace Ave., offered $980. Cash, and removal of property by state. Satisfied
2. Edwin Nelson, 212 Water St. offered $2,100.00. Declares that land is worth more, he having refused $2,500 last year.
3. Mrs. Eliza Kuzma, 633 Cleveland Ave., offered $624.00 cash, and removal ov buildings by State. Represented by son John, who says she is not satisfied with offer.
4. Samuel Cannata, 220 Fayette St., offered $624.00 for land. He is not satisfied with offer.
5. Edwin Nelson, 212 Water St., offered $312.00. Not satisfied.
6. Martin Biasha, 647 Cleveland Ave., offered $312.00 for land, and State to move buildings. Makes no statement except that he is satisfied if the others are.
7. Michael Szurma, 647 Cleveland Ave., represented by son Michael Jr. Offered $1,248. and State to move buildings. Same thing on 643 and 645 Cleveland Ave. Will accept if other property owners will sign up.
8. Frank Mussoff, 651 Cleveland Ave., offered $624. and State to move building. He is satisfied if the rest are.

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9. John Garick, 655 Cleveland Ave. offered $312.00 and State to move building. Is satisfiedto accept.

10. George Kolozer, 657 Cleveland Ave. offered $312.00 for land. Represented by Michael Talmagy, who says this owner lives out of town, and he will communicate the offer with recommendation to accept.

11. Michael Talmagy, 659 and 661 Cleveland Ave., offered $624.00 and State to move buildings. Will accept the offer.

12. Andrew Fazekas, 665 Cleveland Ave., offered $624. for land, but he refuses to sell.

13. John Latanic, Helmetta, N. J., offered $832. for land, but is not satisfied.

14. Maciorowsky & massoport, offered $416.00 for land. Not satisfied with offer.

15. George Milyovisk, 683 Cleveland Ave., offered $416.for land, and State to move buildings. Will accept if others sign.

16. Michael Brown, 687 Cleveland Ave. offered $416. for land. Will accept the offer.

17. John Brown, 691 Cleveland Ave., offered $416. for land and State to move buildings. Will accept.

18. John Loeivisk, 695 Cleveland Ave., offered $416. for land. Will accept.

19. Roman Barowick, 703 Cleveland Ave., offered $832. for land and State to move buildings. Make claim that balance of lot is made valueless. Held for further consideration.

20. Ralph Bullis, of 550 Hartford St. was not able to be present or represented.

21. John Kinubis, 373 Hall Ave. offered $1,404. Makes claim that lots are destroyed. Held for further consideration.

22. Frank Telazalia, 770 Carson Ave. offered $686. for land, and State to move buildings. Not satisfied with offer.

In every case, it was explained that the State is willing to give a stipulated sum to the owner rather than move the buildings, said sum based on the proposal of building movers for doing the work.

It was further explained to those gathered that the State Highway Commission has in mind another line, and if the cooperation of the residents cannot be obtained, the other line will be adopted.

The question was asked as to whether any of those present were unfavorable to having Route 4 pass through Cleveland Avenue, but no one responded.

The meeting was adjourned at 8 P.M. with the advice that a representative from the Highway Department would approach property owners with a formal agreement to sign.

June 18th, 1924.

Respectfully submitted,
Abraham Jelin,
Commissioner.

Commissioner Jelin moved that the Right of Way Department be authorized to negotiate for the purchase of property at the prices recommended by Right of Way Engineer and offered by himself at the Perth Amboy meeting purchase agreements to be properly drawn and presented to the State Highway Commission for action. This was seconded by Mr. Kidde and adopted.

Right of Way, Amboy Br.

Commissioner Jelin presented to the Commission a communication received from John E. Toolan, Attorney for the owners of the Cleveland Heights Tract in Perth Amboy, in which he was advised taht these owners will now accept the $2,500.00 as offered instead of the $7,500. as originally asked. Commissioner Kidde moved that the Right of Way Department be authorized to closed negotiations with the owners of the Cleveland Heights tract for property needed for right of way to the new Amboy Bridge, for the sum of $2500.00. This was seconded by Mr. Jelin and adopted.

Construction-General.

Commissioner Kidde inquired as to the value of road work now under contract with the approvals given this day, and was informed that there is a total of $3,800,000.00 worth of State Highway road work now under way, exclusive of bridges, for a total of seventy-two miles.

Crosswicks Creek Bridge, Rt. 2, Bordentown Water Main.

State Highway Engineer Sloan presented to the Commission a report on a conference held between himself, Judge Wells and Mr. Fredericks, representing the City of Bordentown relative to the proposed changes in the ten inch water service main of the city of Bordentown in the vicinity of the new Crosswicks Creek Bridge. He advised that the City of Bordentown stood ready to furnish the necessary material for reconstructing this section of water main if the State would furnish the necessary labor to install the same in a new location. He recommended that in view of the fact that it is desirable to keep the main out of the pavement on Route #2, if the same is legally possible to be done, that the cost of such labor approximating $2,000.00, be contributed toward the work, which is to be done by the city of Bordentown. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer, subject to the approval of the Attorney General, for the reason that the pavement laid by the State will, thereby, avoid any dangers which might be caused by bursting pipe in the event it was laid under the road on Route 2, Section 5.

Rt. 4, Hampton Cutter
Grade Crossing.

State Highway Engineer Sloan presented a report together with a communication from the Board of Public Utility Commissioners requesting the consideration of the State Highway Commission on the question of modifying the requirements for the protection of the crossing over State Highway Route 4 by a standard gage railroad track as set forth in an agreement between Hampton Cutter and the State Highway Commission under date of January 16, 1922, the request being that instead of requiring two flagmen and the train coming to a full stop before crossing the highway, this be modified to eliminate one flagman. The State Highway Engineer recommended that in view of the protection already offered to the grade crossing, the modification in the agreement be approved inasmuch as the same carries a recommendation of the Public Utility Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer in view of the fact that the same bears the recommendation also of the Public Utility Commission.

Poles, - State Highway.

State Highway Engineer Sloan presented to the Commission a proposal from E. B. Leahy, Inc., for the banding of the poles on State Highway Routes. He stated that this company carried out the original pole banding at the price of $2.10 per pole and now proposed to do the work for $1.45 per pole. He further informed the Commission that the Department records show that the cost to the department with work done by its own forces is $1.54 per pole. He recommended to the Commission that three routes, namely, 5, 10 and 12 be awarded to E. B. Leahy, Inc., for the banding of poles at $1.45 per pole. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer, and awarded contract for the banding of poles on Routes 5, 10 and 12 to E. B. Leahy Inc., for $1.45 per pole in accordance with specifications to be prepared by the State Highway Engineer.

Route 9, Dunellen-Trolley
Track Paving.

State Highway Engineer Sloan presented to the Commission a communication received from the Plainfield Courier News, requesting information as to the paving between the tracks on Route 9 through Dunellen. He also presented a copy of his reply to the effect that the State Highway Commission is contemplating the paving with blocks from the end of the concrete to the outer rails and will replace the existing macadam between the tracks. On motion by Mr. Kidde, seconded by Mr. Jelin, the reply was approved with the statement to be made that this contract was a subject of agreement made by the former State Highway Commission and is apparently the only agreement which can be made with the City.

Right of Way, Rt. 16, Sec. 5.

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of purchase agreement for the purchase agreement for the purchase of Parcel 21 on Route 16, Section 5, from Azniv Maniguian, for the consideration of $600.00, and that condemnation proceedings be discontinued. This was seconded by Mr. Jelin and adopted.

Right of Way, Route 16, Sec. 4.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of the following quit claim deeds on Route 16, Section 4, from Pluckemin to Somerville for the consideration of $1.00 in each case, a communication of thanks to be sent to each owner.

	Station to Station
Florence L. Parker	498-90 to 499-75W
Anna R. Hoffman	499-75 to 501-19W
Wm. B. Powelson	501-19 to 597-23W
Earle Eisenbart	519-78 to 522-84W
John A. Mawell	525-87 to 574-72E
G. Warren Smith	560-50 to 572-66W
Ely Dow	615-12 to 618-49W
Alice V. Praed	631-70 to 633-46W
George Schmidt	633-46 to 635-83W
Robert B. Cooke	636-16 to 644-30W
Henrietta W. Hawley	661-56 to 672-76W
Etta W. Beckwith	666-06 to 676-93W
Mrs. S. Case and Mrs. G. Schultz	
H. C. Stringfield	693-45 to 694-55E
James A. Kerr	694-55 to 697-46E
Edward S. Martinnetto	714-47 to 715-30E
Sallie A. Ballentine	746-76 to 751-55W
Jos. S. Frelinghuysen	711-25 to 731-06W

This was seconded by Mr. Kidde and adopted.

Right of Way, Rt. 16, Sec. 3

On recommendation of the State Highway Engineer, Commissioner Jelin moved the acceptance of signed agreements and quit claim deeds from property owners on Route 16, Section 3, between Bedminster and Pluckemin, in order to dedicate a 66' right of way based on a center line of construction on this section for the consideration of $1.00 in each case and a communication of thanks to be sent to each party.

Martin E. Apgar,	383-35 to 384-38W	Agreement	& Quit Claim Deed
Gertrude C. Smith	384-38 to 385-66W	Agreement	only
Thomas Moore	390-19 to 396-60W	Agreement	only
Cornelius Masterson	393-20 to 395-40E	Agreement	& Quit Claim Deed
Wm. R. Moore,	396-60 to 398-49W	Agreement	only
Theo. H. Melick	434-18 to 437-73W	Agreement	& Quit Claim Deed
Chas. Woods	454-17 to 460-75E	Agreement	& Quit Claim Deed
Wm. Compton Estate		"	" " " "
Andrew M. Wortman & Wife	483-24 to 484-10W	"	" " " "
Annie M. Bird		Agreement	only
M. E. Amerman	484-90 to 485-37W	Agreement	& Quit Claim Deed
Andrew Compton	485-02 to 486-93E	"	only
	486-93 to 491-76E	"	"
Peter E. Bird	485-37 to 488-85W	Agreement	& Quit Claim Deed
Elmer R. Coriell	488-62 to 489-30E	"	" " " "
Henriette Huff	489-26 to 489-99E	Agreement	& Quit Claim Deed
Wm. V. Smith	489-56 to 490-90W	Agreement	" " " "
Maggie V. Philkill	490-44 to 490-90E	"	" " " "
Mary Young	490-90 to 491-35E	"	only
Ellen V. Anderson	490-90 to 491-58W	"	& Quit Claim Deed
John Vandervoort	492-28 to 493-41W	"	" " " "
Harry McMurtry	493-41 to 494-45W	"	" " " "

This was seconded by Mr. Kidde and adopted.

Right of Way, Rt. 7, Sec. 2.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of purchase agreements on Route 7, Section 2, Golf Course-Anderson's Corner Section, as follows:

Parcel 8, Gladys Vanhise	consideration	$ 190.00
Parcel 10, James A. & Ida May Simpson, wife -	"	1400.00

This was seconded by Mr. Kidde and adopted.

Right of Way, Rt. 6, Sec. 13.

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of the following parcels of property on Route 6, Section 13, Bridgeton-Marlboro Section.

Parcels 1, 1A and 1B, Leonard Smalley & Wife	$ 3,000.00
Parcels 3, Shiloh Grange 16, Consideration	1,300.00
Parcels 4 & 5, Artemis Tribe 198 (Improved Order of Redmen)	2,445.00
Parcels 7, L. E. Tomlinson & Wife,	118.00

This was seconded by Mr. Kidde and adopted.

Right of Way, Route 4.

State Highway Engineer Sloan recommended to the Commission that an offer of $796.00 be authorized for Parcels Nos. 5-A, 5-B, 5-C, 5-D, 5-E, 5-F, and 5-G on Route 4 at the Morgan Grade Crossing Elimination, from the Jersey Central Realty Company, and that an offer be made of $50.00 to the same party for Parcel 7 on this location. On motion by Mr. Kidde, seconded by Mr. Jelin, these matters were referred to Commissioner Stewart for investigation and report.

Right of Way, Route 18

Commissioner Kidde reported that in connection with the right of Way for Route 18, he had held a conference with Mr. Sutro and Major Welsh of the Palisades Park Commission at which time he suggested that the Palisades Park Commission might aid in obtaining a right of way close to the bluff. Commissioner Sutro said he would recommend such action and that they consider trading a certain parcel of land which it was now ready to dispose of, for land necessary on the cliffs in order to make a sight seeing park adjacent to the line of Route 18 on the Palisades. He advised that Major Welsh was endeavoring to make a trade and that if said trade could be accomplished it would be the securing of what, in their minds, was the finest location on the Palisade Bluffs for a viewpoint for tourists over Route 18 and the Palisades into New York State and the Hudson River. The Commissioners expressed interest in the plan and asked Commissioner Kidde to keep in touch with the matter.

Pan-American Road Engineers

State Highway Engineer Sloan informed the Commission that arrangements were made for the transportation of the Pan-American Engineers who are coming into the State of New Jersey in order to inspect road work, but that nothing had been done as to means of entertainment as far as the State was concerned. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter of arrangements be placed entirely in the hands of Chairman Scott, in order that if there is anything further to be done he may have power to do so on behalf of the Commission.

Middlesex Co. Road Repairs.

State Highway Engineer Sloan presented a report from Assistant State Highway Engineer Reed advising that conditions in the maintenance repair work in Middlesex County are improving and he recommended that the amount of $15,000.00 be retained from Middlesex County in 1923, until the roads on the North side of the Raritan River were placed in satisfactory condition, be paid at this time. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the payment of $15,000.00 remaining to the credit of Middlesex County in the 1923 Motor Vehicle Account, due to the favorable report presented at this meeting.

Township Aid,-Bergen County

State Highway Engineer Sloan presented a report from Assistant State Highway Engineer Reed to the effect that the Hohokus Township Committee has not yet shown a willingness to make a connection between the Wyckoff-Ramsey Road and Crescent Avenue in Bergen County, and he recommended that aid set aside for the Wyckoff-Ramsey road, be cancelled at this time unless specifications are included for this connection. On motion b y Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was ordered approved and aid on the Wcykoff-Ramsey Road in Bergen County was held up accordingly.

Rt. 11, Washington Ave., Belleville

State Highway Engineer Sloan presented to the Commission a communication received by him from the Superintendent of Maintenance of Way of the Public Service Railway Company, in which he advised that the Public Service Railway Company is ready to approve of the following proposition on Washington Avenue, Belleville, namely, that the State Highway Commission will do the necessary grading for the laying of tracks in the center of the road and will do all the necessary paving including the concrete base for the same, and further will maintain the pavement except in the event the Railway Co. takes out the same for repairs to tracks when necessary. In return for this the Public Service Railway Company will furnish rails, ties, joints and ballast and lay the same on the concrete furnished by the State Highway Commission, said material and work to be financed by the State Highway Commission and the Public Service Railway Company to reimburse the State for the cost of the rails, ties, ballast and labor over a period of three years, and the Public Service Railway Company will contribute to the State the sum of $6,000.00 in lieu of maintaining a macadam pavement in the future. Commissioner Kidde inquired as to what arrangements had been made as to the removal of poles. State Highway Engineer Sloan advised that the Public Service Railway Company will assume the franchises obligations and remove the poles which are necessary to be removed at its own expenses. On motion by Mr. Jelin, seconded by Mr. Kidde the State Highway Commission authorized the State Highway Engineer to prepare the proposed agreements, in order to carry out the arrangements as proposed in the communication of the Public Service Company and further to include the moving of the necessary poles by the Public Service Railway Company, said agreement to be presented to the State Highway Commission for final acceptance.

B. L. Gage, Jury Duty

State Highway Engineer Sloan reported to the Commission that he had received a communication from Prosecutor of the Pleas of Mercer County, Wm. H. Geraghy, advising that he was informed that Bruce L. Gage, and employee of the State Highway Department called to jury duty, had been penalized to the extent of not receiving salary from the State Highway Department and requesting that some arragnements be made to change the rules of the Department in order that they will not interfere with an wmployee who is called to jury duty. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be referred to the Attorney General's Department in order to define the requirements of the State in the matter of jury duty, in view of the fact that a payment is made for certain service and public funds are involved in both instances.

Employments

State Highway Engineer Sloan presented to the Commission the following list of employments as made by him since the last meeting on the Commission and recommended approval of the same by the Commission:

6-18-24	Chas. B. Molineaux,	Bridge Insp.	$17[illegible]
6-16-24	Wm. E. Mayers,	Asst. Test. Chem.	125.00
6-16-24	Samuel Page,	Jr. Insp.	125.00
6-10-24	Harold Sklarew,	Rodman	90.00
6-17-24	Wm. R. Foster,	Jr. Eng.	125.00
6-16-24	Wm. H. Schlequinger,	Rodman	90.00
[illegible]	[illegible] Dixon,	Br. Const. Insp.	165.00
6-16-24	P. A. Chamberlain,	Rodman	[illegible]
[illegible]	I. [illegible],	Asst. Test. Chem.	125.00
6-10-24	A. V. K. McGee,	Material Insp.	125.00
6-16-24	[illegible], [illegible],	transferred from [illegible]	.45 [illegible]
[illegible]	[illegible],	" transferred from " " "	.45

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Leave of Absence

6-10-24 L. A. Griffin, Resident Eng. for one month

Discontinued Employments

5-15	J. K. Hayes,	Rodman,
6-20	Martin Ferris,	Bridge Const. Insp.
6-3	Fred B. Rankin,	Gravel Patrolman
6-1	Norwood S. Skinner,	Laboratory Assistant;

Hourly Basis, Employments

6-2-24 Alfred Enerikon,	Motor Truck Driver,	$	.45 hour
6-3-24 Louie Travis,	" " "		.40
6-4-24 Thomas Corliss,	" " "		.40
6-7-24 Ossie Ockerman,	" " "		.45
6-9-24 E. J. Hartzell,	" " "		.45
6-10-24 W. H. Salmon,	" " "		.40
6-4-24 Frank Bell,	" " "		.45
6-21-24 J. Fleming,	" " "		.45
6-23-24 Miller Robinson	" " "		.45

Increases

6-12-24 A. J. Lutz,	Motor Truck Driver,	$ .50 to $.55 per hour.
6-12-24 John Glover,	" " "	.55 to .60
6-12-24 Thomas Munger,	Mechanic,	.70 to .75

On motion of Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified, confirmed and approved the employments as made by the State Highway Engineer since the last meeting of the Commission.

Request for Aid- Monmouth County

State Highway Engineer Sloan presented to the Commission the matter of the request of Monmouth County for the setting aside of $3,[illegible].24 from the State Aid Savings Account for the credit of the Freehold-Smithburg Road, Section #2. On motion, duly seconded, this matter was ordered held over for consideration at the next meeting.

Freehold-Smithburg Road, Sec. 2.

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of award of contract by the Board of Freeholders of Monmouth County for the Freehold-Smithburg Road, Section #2, Monmouth County Motor Vehicle Aid Work. This was seconded by Mr. Jelin and adopted.

Prospect Ave., Essex Co.,

Commissioner Kidde inquired of the Engineering Department as to whether any progress was made by Essex County in the matter of the Prospect Ave. improvement and he was informed that no plans and specifications had as yet been received from the County. Commissioner Kidde suggested that the County be advised that in view of the advance being too high and he recommended that the amount set up by the State to the extent of $10,500, be cancelled and $6,000.00 thereof be paid to Washington Township upon the submission of statements, in proper form, for work done on the Long Valley-Fairmount Road, Section #1, which is now acceptable to the State Highway Department. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that $10,500.00 set up for Washington Township, Morris County, be cancelled and returned to the Cancellation Fund and that $6,000.00 be set up for the credit of the Long Valley-Fairmount Road, Section #1, payment to be made when proper papers are submitted.

Salem Co.-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Willow Grove Road, Pittsgrove Township, Salem County Township Aid. This was seconded by Mr. Jelin and adopted.

Cumberland County-
Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of extension of time granted by Cumberland County Freeholders for the completion of gravel surface on the Bridgeton-Port Norris Road, Cumberland County, Motor Vehicle Aid. This was seconded by Mr. Jelin and adopted.

Sussex County,- Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of Revised Agreement on the Tranquility-Andover Road, Green Township, Sussex County, Township Aid, the County and Township paying one fourth of the cost and the State three fourths. This was seconded by Mr. Jelin and adopted.

Mercer Co.-Township Aid,
Transfer

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of transfer of $12,000.00 from Mt. Lucas Road, Princeton Township, Mercer County Township Aid, to be divided as follows:

$ 10,650.00	to be used on Mountain Avenue
1,350.00	to be used on Cedar Grove Road

both in Princeton Township, This was seconded by Mr. Jelin and adopted.

of the season if this work is not placed under way in the immediate future, the State Highway Commission may find it necessary to place the funds allotted for this work where it is needed elsewhere for this year's construction.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of plans and specifications for East Front Street, Plainfield and the Scotch Plains Road, Union County Motor Vehicle Aid Work. This was seconded by Mr. Kidde and adopted.

Cumberland County-Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of Motor Vehicle Aid schedule and agreement for Cumberland County maintenance work in the year 1924. This was seconded by Mr. Kidde and adopted.

Essex County Repairs

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contracts by Essex County for maintenance materials for repairing and resurfacing of Essex County roads and also for the construction of a storm drain on Stuyvesant Avenue in Irvington. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Salem County

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of extension of time for the completion of the application of Light Hot Asphaltic Oil in the Pennsgrove-Salem Road Section #5, Salem County, Motor Vehicle Aid work, from May 20th to June 9th, 1924. This was seconded by Mr. Jelin and adopted.

Township Aid-Hunterdon County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of award of contract by Alexandria Township, Hunterdon County, on the Pittstown-Everttstown Road, Section #1, Alexandria Township, Hunterdon County, Township Aid. This was seconded by Mr. Jelin and adopted.

Morris County-Township Aid.

State Highway Engineer Sloan presented a report from the Projects Division advising that the Washington Township Committee was unwilling to proceed with the improvement of the Long Valley-Fairmount Road, Section #2, because of the bids

Maintenance Materials, Salem Co.,

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of a supplemental agreement to be entered into by Salem County for the application of 20,000 gallons additional of S. C. O. on Salem County gravel roads. This was seconded by Mr. Kidde and adopted.

Amboy Bridge, Rt. 4, Painting.

State Highway Engineer Sloan presented a report with recommendation in connection with an additional coat of paint to be placed on the steel work of the Amboy Bridge in view of its early completion in the shops. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered held over for consideration when Commissioner Stewart would be present.

Route 5, Maplewood

The Secretary presented a communication from the Township of Maplewood, advising that the Township has not changed its opinion with regard to the width of the roadway through Maplewood on Route 5, and advised that the total cost of extra width would be prohibitive to the Township unless the State would bear a greater part of the paving. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file, since this work would be carried over until the 1925 program.

Sussex-Port Jervis Road

The Secretary presented a communication from Hon. H. T. Kays, Attorney for the Board of Freeholders of Sussex County, transmitting a resolution adopted by the Board of Freeholders of Sussex County to the effect that the Board of Freeholders of Sussex County is now prepared to proceed with the construction of the Sussex-Port Jervis Road by way of High Point, the State to share in the work in the amount of 50% not exceeding, however, a total of $165,000.00. Commissioner Kidde required that the State's obligation be definitely limited not to exceed $165,000.00. Commissioner Jelin, therefore, moved that the State Highway Commission approve the action of the Sussex County Board of Freeholders in proceeding with plans for the construction of the Sussex-Port Jervis Road, by way of High Point, in accordance with State and Federal specification requirements the State to share in the said work to the extent of 50%, the State's obligation in any case not to exceed $165,000.00.

Shade Trees, White Horse Pike, Route 3

The Secretary presented a communication from the Womens Civic Club of Hammonton, New Jersey, protesting against the removal of shade trees on the White Horse Pike made necessary by the widening of the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary directed to advise the Womens' Civic Club of Hammonton, New Jersey, that the State Highway Commission regrets exceedingly the removal of trees on the White Horse Pike, and if there is any plan whereby the Commission can save same, the Commission will be glad to give it consideration.

Proposed New Routes

The Secretary presented a resolution from the Wildwood Board of Trade urging upon the Commission the taking over as part of Route 4, that road from Absecon to Pleasantville, Somer's Point and Marshall's Corner, connecting with State Highway Rt. 14. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to advise that this matter will be taken under careful consideration by the Commission for improvement when funds for the same are available.

Advisory Board, Jersey City.

The Secretary presented a communication from P. A. Gaddis, of Jersey City, New Jersey, in which he stated that he believed the Advisory Board Route as presented to the State Highway Commission for Jersey City, is the most practical one if only an easement for a depth of fifty feet was taken at street crossings through the hill, instead of full width so as to enable development to be made on the frontages. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file for consideration with the Advisory Board project.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission adjourned at 12:45 P. M., to meet in regular session again on Tuesday, June 24th, at 10:30 A. M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - June 24, 1924.

A regular meeting of the State Highway Commission was held at the Commission meeting room, Broad Street Bank Building, Trenton, on Tuesday, June 24th, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Percy H. Stewart.

Absent: Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting held on June 3d and moved the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Route 9, Dunellen

The Secretary informed the Commission that a delegation from the Common Council of Dunellen was present with reference to the improvement of the trolley track area through the main street of Dunellen for a distance of four blocks which was not included in the proposed work under construction on this section of Route 9. On motion, duly seconded, a hearing was granted. There appeared Councilmen J. Michael, R. [illegible] Wright and D. W. Doddwell. Mr. Michael acted as spokesman and stated that he had been informed by the State Highway Engineer as to the extent of the contract under which the trolley track area was to be improved on Route 9 through Dunellen, namely, that the State would pave with blocks up to the outer rails and the present macadam would be reconditioned between the trolley tracks. This was satisfactory to Dunellen, but there were four blocks of Route 9 which were not included in this contract and the condition between the trolley tracks was deplorable. He explained that the State had improved two strips eleven feet wide on each side of the trolley tracks which were now being used as parking space for automobiles, and the through traffic was forced to travel in the car tracks. He advised the Commission that under the franchise granted to the Public Service Railway Company the Railway Company was obligated to keep the macadam pavement in proper repair through the city, and he asked that the State Highway Commission use its powers to cause the Public Service Railway Company to meet its franchise obligations. Commissioner Stewart stated that he felt keenly the situation existing at Dunellen which was very familiar to him and he would be in favor of taking some action demanding that the Public Service Railway Company carry out its franchise obligations. Mr. Michael informed the Commission that in addition to the maintenance of the macadam, the franchise called for sprinkling to be done on the street. Commissioner Kidde suggested that some arrangements might be made with the Public Service Railway Company whereby if they would place the macadam in proper condition, the State might bind the same with penetration asphalt. Following further discussion, Commissioner Stewart moved that the Public Service Railway Company be notified to comply with the provisions of its franchise obligations for the maintenance of the trolley track area on Route 8 through Dunellen. This was seconded by Mr. Kidde and adopted.

Route 17, Lehigh Valley R. R.
Crossing, South Somerville

The Secretary informed the Commission that at the last meeting no definite action was taken concerning the Lehigh Valley Railroad crossing at South Somerville, due to the absence of Commissioner Stewart, and he inquired whether any further action would be taken. Commissioner Stewart reported that pursuant to the request of Senator Case a public hearing was held on the question of change in plans for the elimination of Lehigh Valley Railroad Crossing at South Somerville and no additional facts not already before the State Highway Engineer or State Highway Department, were produced which would lead the Highway Commission to alter its opinion in regard to the practicability of the route as determined in the original plans, and, therefore, he would move that the plans as drawn, not only from an engineer's stand-point, but because of a saving of money and because they are already approved, be proceeded with and a copy of the action of this meeting be forwarded to Senator Case. This was seconded by Mr. Kidde and adopted.

Advisory Board,-Victory Bridge.

Chairman Scott presented to the Commission a report contained in the Perth Amboy Evening News, of a meeting held by the Victory Bridge Advisory Board on Wednesday, June 18th at Trenton, in which was presented in detail the proceedings of the meeting resulting in a decision to appoint a committee to prepare a report to the State Highway Commission to the effect that the Perth Amboy Bridge is not suitable for a New Jersey Memorial. Commissioner Kidde stated that it still remained mandatory for the State Highway Commission to arrange for "suitable tablets and ornamentations" as provided in the action of the last Legislature. Commissioner Stewart stated that there appeared to be no provision in the statute as to when memorial plans shall be completed, and he suggested that the matter be held in abevance until the report of the Advisory Board is presented. Chairman Scott who is also Chairman of the Victory Bridge Advisory Board informed the Commission that the report would be presented after written statements were received from each member of the Advisory Board outlining their position on the matter.

Hearing, Gloucester & Salem
Counties.

The Secretary informed the Commission that a delegation from Gloucester and Salem Counties was present for a hearing before the Commission although no definite hearing had been asked for. On motion, duly seconded, a hearing was granted, and Chairman Scott made the request of the delegation that if it is found necessary to come before the State Highway Commission, that arrangements for a hearing be made in advance in order that a report may be presented from the Engineering Department so that the matter may be more easily disposed of. There appeared Senator Barton of Salem County and County Engineer William C. Cattell of Gloucester County, together with Freeholder Reeves of Salem County and a delegation from Woodstown. Mr. Cattell first addressed the meeting and advised that Gloucester County Freeholders had requested that he appear and express his approval of a proposed improvement in Salem County, which would be an extension of the Swedesboro-Woodstown Road beyond the Gloucester County line. He advised that the Gloucester County Section of this road was completed several years ago with the understanding that the Salem County Board would, as soon as possible, complete the section of road to Woodstown, which was in Salem County. However, ther has arisen in Salem County a difference of opinion among the Board of Freeholders as to which roads are the most important, and for this reason the matter was presented to the State Highway Commission. Freeholder Reeves of Salem County explained to the Commission that the Salem County Board of Freeholders had before it the construction of the Elmer-Shirley road and the Hancock's Bridge-Salem Road and this particular Woodstown Road and it was unable to decide which road was the most important although it was proposed to delegate the Woodstown road to the last position. He asked that the State Highway Commission use its influence to urge upon the Salem County Board of Freeholders that the Woodstown Road be the first completed. Senator Borton advised that the County of Salem was very anxious to have the Woodstown road improved and would appreciate any assistance the State could give toward the improvement. Assistant State Highway Engineer Reed informed the Commission that the County of Salem was considering the construction of the three roads mentioned by Freeholder Reeves and that it was a matter up to the Board of Freeholders to decide as to their relative importance except for the fact that Motor Vehicle funds of the State will be used as part of the cost of the work. State Highway Engineer Sloan informed the Commission that as far as the work in Salem County was concerned, he felt that the Hancock's Bridge road was the most important and that the other two were in equal importance. He, however stated that the county proposed to use bituminous macadam on the Swedesboro road which should be changed to concrete pavement twenty feet in width, and it may be that the State Highway Commission could take up this matter with a view toward aiding the county in the concrete construction of the Woodstown road. Chairman Scott informed the delegation that the State Highway Commission could not entertain a consideration of this proposition until it was presented by the Salem County Board of Freeholders after proper resolutions had been adopted.

Township Aid,- Gloucester Co.

County Engineer Cattell informed the Commission that he was desirous of presenting a Township Aid proposition in Gloucester County, namely, that permission be granted for application to be made by the Townships of Woolwich, South Harrison, Elk and Franklin, to improve a continuous strip of road from Swedesboro to Franklinville over a number of years, from Township Aid funds to be allotted to Gloucester County. Commissioner Stewart expressed himself as being favorable to the ideas of the several townships endeavoring to secure an improved through thoroughfare. Commissioner Kidde recommended that the applications be made by the Townships and that an expression be obtained from Gloucester County Board of Freeholders as to their opinion of the proposition.

Route 15, Section 5.

The Secretary informed the Commission that Mr. Jelin reported the inspection and recommended acceptance of Route 15, Section 5, Millville-Menantico Creek section. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the recommendation of Commissioner Jelin and accepted the completed work on Route 15, Section 5, Millville-Menantico Creek Section and directed that final payment on the same be made.

Route 4, Luppatcong Creek Br.

The Secretary informed the Commission that Mr. Jelin, reported the inspection and recommend the acceptance of the Luppatcong Creek Bridge at M. P. 100.9 on Route 4 near Keyport. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment on the Luppatcong Creek Bridge on Route 4, at M. P. 100.9 near Keyport.

Right of Way, Route 16, Sec. 8.

Commissioner Stewart reported that in company with the Right of Way Engineer he had inspected the property of C. I. Covert on Route 16, Section 8, at Harlingen, which property was necessary in order that the contractor on the Harlingen Cutoff could proceed with his work. He recommended to the Commission that the sum of $12,260.00 be paid to Mr. Covert for property necessary, which amount would cover the cost of moving farm buildings upon new locations. This was seconded by Mr. Kidde and adopted.

Route 9, Main Street, Dunellen

State Highway Engineer Sloan reported that he had just received information to the eggect that there was a possibility in connection with the work through Dunellen, to arrange with the public Service

Railway Company whereby the excavation in the trolley track area would be performed by the Borough of Dunellen, the concrete base would be furnished by the State Highway Department and the granite blocks to be provided by the Public Service Railway Company, which would make a proposition in which there would be approximately a one-third share for each party. Commissioner Stewart expressed favor with the proposition and requested that the matter be given further study by the Engineering Department.

Invitation,-Advisory Board-
Camden.

The Secretary presented a communication from Mr. A. O. Frome, President of the North Camden Civic Club, inviting the State Highway Commission to inspect the proposed site of the Delaware River Bridge Approach at Camden, in order to visualize the affected part of North Camden. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Frome be advised that it is the intention of the State Highway Commission to hold a public hearing in Camden which will be duly advertised, and at that time the State Highway Commission will be glad to make an inspection of the proposed Delaware River Approach in Camden.

Invitation, Flemington Fair

The Secretary presented a communication from the Flemington Fair Association inviting the State Highway Department to place a highway exhibit at the Flemington Fair the week beginning August 18th, and also inviting the State Highway Commission to be the guests of the management of the Fair on Big Thursday or any time they may fine it convenient. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized a highway exhibit to be arranged at the Flemington Fair, and directed that the Secretary acknowledge the invitation with the advice that the Commission will endeavor to be present sometime during the week of the fair.

Request for Aid, Boroug
of Bernardsville.

The Secretary presented a communication from the Borough of Bernardsville again making request for aid in the repair of streets which they claim have been destroyed by traffic using them during the construction of Route 16. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged with the reply that the matter was given full consideration by the State Highway Commission at its last meeting and there is no reason for change in the decision not to grant aid on this work.

Gasoline Stations along State Highways.

The Secretary presented a communication from the Lorraine Chemical Corporation of Metuchen requesting permission to move two gasoline pumps along State Highway Route 4 between Perth Amboy and Woodbridge, closer to the State Highway traffic. State Highway Engineer Sloan informed the Commission that it was the purpose wherever possible to prevent automobiles stopping on State Highways in order to take on gasoline and supplies, and for this reason he would recommend that the application be denied. On motion by Mr. Stewart, seconded by Mr. Kidde the State Highway Commission directed that the application for the removal of gas pumps by the Lorraine Corporation be denied and it be stated that the State Highway Commission has taken a very definite stand in the matter of keeping gas pumps off the right of way of State Highways.

Maps, State Highway.

The Secretary presented a communication from Mr. Victor Gelineau, Director of the Bureau of Commerce & Navigation, complimenting the State Highway Commission upon the character of the State Highway map just issued and upon the work done by the State Highway Commission in general. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered the communication acknowledged with thanks.

Route 4, Inland Waterway Br

Commissioner Kidde inquired as to what was the disposition of the request made upon the Board of Commerce & Navigation for the delay in the dredging at the location of the Inland Waterway Bridge at Point Pleasant, in order to permit the State Highway Contractor to remove certain machinery and equipment from the site of the dredging.

State Highway Engineer Sloan informed the Commission that although two weeks was granted at the time to the contractor in order to get the equipment and machinery from the bed of the canal, this work was accomplished within tendays and the dredging coan now proceed.

Lake Street Bridge, Metuchen

Commissioner Stewart took occasion at this time to inquire as to the progress being made toward the improvement of the Lake Street Railroad Crossing Bridge at Metuchen. State Highway Engineer Sloan informed the Commission that the work of replacing the bridge structure with a new bridge was now being advertised by the railroad officials and work on this should commence in the near future.

Right of Way -Route 1.

Chairman Scott inquired as to what disposition was being made of the condemnation proceedings for the acquisition of the Bowen property needed on the location of the present temporary Hackensack River Bridge. The Secretary informed Chairman Scott that this matter had been called to the attention of the Attorney General's Department and the same was placed as first in line and condemnation proceedings could be carried forward. Chairman Scott directed the Secretary to notify Mr. Bowen that this matter is to be given early attention by the Attorney General's Department.

Hackensack Bridge-
Route 1, Extension

Commissioner Kidde inquired as to the results of the hearing held by the State Board of Commerce & Navigation on the matter of the Hackensack River Bridge on Route 1. State Highway Engineer Sloan informed the Commission that Bridge Engineer Vogel had attended this hearing and he reported that it was the desire of the Board of Commerce & Navigation that the State Highway Commission consider the replacing of the Hackensack Bridge by a tunnel on the location of the Lincoln Highway. Commissioner Kidde requested that he be furnished with a copy of the proceedings in order that he might digest the same.

Maps, State Highway.

The Secretary called the attention of the Commission to the fact that the State Highway Maps are now being distributed from the office and he requested information as to whether it was the desire

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to make order for the additional 100,000 on which there was a reduced quotation. He advised that up to the present time over 50,000 of these maps had been distributed. Commissioner Stewart suggested that the matter of additional order be held up at this time until further advice is received as to the demand for the same.

Hudson Co.-Motor Vehicle Funds

The Secretary presented to the Commission a communication from F. J. Radigan, County Engineer of Hudson County, advising that the Board of Freeholders of Hudson County desired that the State Highway Commission permit the County to use out of Motor Vehicle funds already allotted to the County not less than eighty percent of the contract price for the reconstruction of County Road, Hudson County. State Highway Engineer Sloan informed the Commission that the Motor Vehicle funds allotted to Hudson County show a balance standing to the credit of Tonnele Avenue and County Road in 1923 of $50,475.75 and in 1924 of $100,000.00 to County Road and $72,972.00 for Tonnele Avenue, and he recommended to the Commission that the County of Hudson be permitted to make use of its entire balance of 1923 amounting to $50,475.75 and its 1924 to County Road of $100,000.00 for the improvement of County Road, but that the 1924 allotment of $72,972.00 for Tonnele Avenue be held for Tonnele Avenue work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and granted permission to the County of Hudson for the transfer of funds of 1923 and 1924 Motor Vehicle Accounts in accordance with his recommendations.

Invitation, Vineland
Chamber of Commerce

The Secretary presented a communication from the Vineland Chamber of Commerce requesting the attendance of the State Highway Commission at a celebration of the opening of the Bridgeton-Vineland Road, to be held at Vineland on Wednesday, July 9th. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered the communication acknowledged and the invitation was accepted on behalf of those Commissioners who could fine it convenient to attend.

Attorney General Opinion re
Advisory Board Projects

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission

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recessed for luncheon at 1:00 P. M., to meet in regular session again at 2:30 P. M. The Commission reconvened at 2:30 as agreed with the same members present as at the morning session, and immediately went into executive session to consider an opinion received from the Attorney General concerning the powers and duties of the State Highway Commission in connection with the construction of approaches to the Hudson River Tunnel and the Delaware River Bridge. The meeting was resumed at 3:00 P. M., with no formal action being taken on this opinion, due to the absence of Commissioner Jelin.

Right of Way, Route 18.

Commissioner Kidde presented a communication received by him from Major W. A. Welsh, General Manager of the Palisades Park Commission on the matter of property along the top of the Palisades needed for right of way for State Highway Route 18, in which he advised that he was endeavoring to arrange for the acquisition of the Phelps Estate property and as soon as a decision is reached he will notify the State Highway Commission. Commissioner Kidde moved that the Chairman be authorized to communicate with Mr. Welsh and advise that the State Highway Commission appreciates the efforts of the Palisade Park Commissioners and is willing to cooperate in any way possible. This was seconded by Mr. Stewart and adopted.

Equipment,- Scales

State Highway Engineer Sloan reported to the Commission that bids had been received on June 12th for the furnishing and erection of six thirty-ton and one forty-ton motor truck scales as follows:

Howe Scale Co., of Philadelphia, total		$ 1[illegible].50
Standard Scale & Supply Corp. of Phila. total		20,414.00
E. A. Meyer Scales Co. Newark, N. J.	"	23,135.00
Fairbanks Company, New York City	"	23,540.00

He advised the Commission that the Howe Scale Company stood ready to comply with the plans and specifications as prepared and he recommended that award be made at their low bid.

The Secretary informed the Commission that representatives of the Standard Scale & Supply Co., and of the Fairbanks Co. were present and desired to make statements to the State Highway Commission. These representatives appeared and stated that they could not see how the State could receive a satisfactory scale at the price quoted by the lowest bidder. Commissioner Stewart questioned this statement and State Highway Engineer Sloan informed the Commission that it was the purpose to have first class inspection made of the work and materials furnished by the Howe Scales Company in order to insure compliance with the specifications as drawn. Commissioner Kidde informed the Commission that he had received assurance from reputable manufacturers of scales to the effect that the specifications as prepared would complete the very best type of scale that could be procured, and he moved that approval be given to the recommendations of the State Highway Engineer and award for the scales be made to the Howe Scale Company, at their low price. This was seconded by Mr. Stewart and adopted.

Gowdy's Creek Bridge, Atlantic County.

The Secretary presented a resolution received from the Atlantic County Board of Freeholders declaring it to be their intention to build a bridge over Gowdy's Creek when the road from Gowdy's Creek to the Shore Road is completed in the Township of Galloway. On motion by Mr. Kidde, seconded by Mr. Stewart the resolution was ordered received and placed on file.

Rt. 18, Hudson County -North

The Secretary presented a resolution from the Hudson County Board of Freeholders requesting the State Highway Commission to take over as part of State Highway Route 18, all that part of the road known as Bergen Turnpike or the Hackensack Plank road, within the County of Hudson, in accordance with Chapter 197, Laws of 1923. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Board of Freeholders of Hudson County be notified that the State Highway Commission will take this matter up in due course when there is a possibility of considering the matter without prejudice, due to the fact that the Commission has so much important work on hand at present and on account of lack of funds it does not seem wise to take the matter up at this time.

Route 9, Detours.

The Secretary presented a communication from Mr. Howard Bird of Dunellen, calling attention to what he considered a better detour for Route 9, from Lincoln Avenue to Madison Avenue through Dunellen. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway

Commission directed that Mr. Bird be advised that the question for detour has received very careful consideration, and, in the judgment of the State Highway Commission, the route he suggests is dangerous due to existing grade crossings and is also unsuitable for other reasons.

Request for Hearing,
Harrison Twp. Gloucester Co.,

The Secretary presented a communication from John B. Avis, Attorney for the Township Committee of Harrison Township, also the Chamber of Mullica Hill, Gloucester County, expressing a desire to meet the State Highway Commission for the purpose of taking up with the Commission, the question of some improvements on the State Highway leading through Mullica Hill, which road is already improved. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Mr. Avis be requested to present a brief to the State Highway Commission covering the matters desired for improvement, prior to a hearing date being set.

Route 4, Section 22.

State Highway Engineer Sloan reported the completion of Route 4, Section 22. Main Street, Asbury Park, and recommended the same for final inspection and acceptance by the Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, this road was referred to chairman Scott for final inspection and recommendation.

Lighting, Highway.

State Highway Engineer Sloan presented to the Commission the request of Atlantic County Board of Freeholders for the lighting of the Pleasantville Boulevard in Atlantic County, which has been lighted by the County, prior its being taken over by the State, for a number of years past. The Commission inquired of the Secretary whether there was any precedent for the lighting of State Highway Routes and he informed the Commission that State Highway Rt. 1 or Lincoln Highway in Essex and Hudson Counties was lighted at the expense of the counties and with the exception of some bridges about the State there was no lighting done by the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the authorities of Atlantic County be advised that it is the rule of the State Highway Commission not to do any lighting of State Highways except at such points on bridges where it is particularly dangerous in not having light, and further there are instances in the State where State Highways are lighted by local authorities at their own expense, and under the circumstances relief is open to the Board if it desires to light this road from its own funds. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 7, Sec. 2.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of purchase of Parcels 9-A1, A2, A3, A4, A5, A6, A7, A8, A9, from Allyn Hall Realty Company for the consideration of $1,275.00. This was seconded by Mr. Kidde and adopted.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase of the following parcels of property on Route 7, Section 2, Golf Course-Anderson's Corner:

Parcel 13, John S. & Anna M. Hilman,	consideration	$106.80
Parcel 24, Warren A. & Ina M. Gibbs	"	58.54

This was seconded by Mr. Stewart and adopted.

State Highway Engineer Sloan presented to the Commission purchase agreements received from Right of Way Department for Parcel 1, from Cyrus L. and Anna E. Low, for the consideration of $1,250.00 and Parcel 18, from Birchard G. & Alma G. Jelliff for the consideration of $1,654.00 on Route 7, Section 2, Golf Course-Anderson's Corner. On motion by Mr. Kidde, seconded by Mr. Stewart, the purchase agreements were ordered referred to Commissioner Joslin for investigation and report.

Right of Way, Route 10.

State Highway Engineer Sloan recommended to the Commission the approval of purchase of Parcel 28 from Carrie L. Fuller on Route 10, Section 1B, Bluff Road, for the consideration of $1500.00. Commissioner Kidde stated that he would prefer that this matter be given a more recent appraisal since the last appraisal was in 1922, and he recommended to C. Alfred Burhorn of Hoboken, be employed for this appraisal. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this matter be referred to Commissioner Kidde.

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Route 18, Alignment - South.

State Highway Engineer Sloan presented to the Commission a proposed alignment for Route 18 South through Pleasantville, New Jersey, and he presented a sketch on which was indicated in red the proposed alignment of this work, and he recommended that the red line be adopted since it met with the approval of the Atlantic County Board of Freeholders and was just as satisfactory as any other line. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the line shown in red for the line of State Highway Route 18 through Pleasantville, as indicated on the sketch presented by the State Highway Engineer.

Advisory Board, Highway Research Council

State Highway Engineer Sloan presented to the Commission a communication from Mr. Charles M. Upham, Director of the Advisory Board of Highway Research Council, together with an organization chart of the Board with a request that a representative of the New Jersey Highway Department be delegated to serve as a member of such Advisory Board. State Highway Engineer Sloan recommended to the Commission that Mr. G. Roland Moore, Assistant Construction Engineer, be delegated as a member of this Advisory Board. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the appointment of G. Roland Moore as representative of the New Jersey State Highway Commission on the Advisory Board of Highway Research.

Advisory Board, - Camden

State Highway Engineer Sloan presented a communication from County Engineer Cattell, of Camden County, showing a change proposed in the alignment for the Crescent Boulevard in Westville, on the Camden Advisory Board recommendation, which will reduce the distance and save considerable money. State Highway Engineer Sloan stated to the Commission that the change proposed by Mr. Cattell was studied but was not given full consideration since it was the desire to take the traffic away from congestion now occuring at the junction of Broadway in Westville with the Crown Point Road and the Glassboro-Westville Pike. On motion by Mr. Kidde, seconded by Mr. Stewart, this matter was referred to the State Highway

Engineer for further study.

Employments

State Highway Engineer Sloan presented for the ratification of the State Highway Commission, the following list of employments as made by him since the last meeting of the Commission:

6-23-24	Fred L. Sprague,	Material Clerk,			$ 75.00
6-16-24	Wm. Darcy,	Office Boy,			40.00
6-17-24	Harry Ross, Jr.	Garage Assistant	(Hourly	basis)	.45
6-10-24	Jacob Miller,	Motor Tr. Driver	"	"	.45
6-17-24	Frank L. Hindle,	Gar. Assistant	"	"	.45
6-16-24	Ed. J. Lutz,	Motor Tr. Driver,	"	"	.45

Discontinued Employments

6-16-24	Jas. H. Curran,	Assistant Foreman,	Resigned
6-16-24	V. J. Loughran,	Bridgeman,	Died.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ratified, confirmed and approved the employments as made since the last meeting.

Monmouth County-Township Aid

State Highway Engineer Sloan presented to the Commission the contracts as awarded by the Township Committee of Neptune Township, Monmouth County to the Clutter Contracting Company for the improvement of Bangs Avenue in that Township. He advised that this work was being let without advertising, under the authority of the law. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the authorities of Neptune Township be advised that the State Highway Commission does not look favorably upon award of contracts without advertising and request that the Township advertise this work and endeavor to receive several bids in order to creat competition in the work.

Warren County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of the action of Frelinghuysen Township, Warren County, in rejecting one bid received for the Hope-Johnsonburg Road in that Township, because of the fact that this bid was considered too high. This was seconded by Mr. Stewart and adopted.

Hunterdon County,-Township Aid

State Highway Engineer Sloan presented to the Commission the contract awarded by Kingwood Township, Hunterdon County, for the construction of the Barbertown-Delaware Line Road, one bid having been received for the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Kingwood Township authorities be notified that the State Highway Commission does not look favorably upon the award of contract without due competition, and requests that the Township Committee readvertise this work and endeavor to receive several bids in order to secure competitive prices.

Route 2, Section 5

State Highway Engineer Sloan reported to the Commission that in view of the fact that the work on Route 2, Section 5, Crosswicks Creek-Bordentown, has been completed by the Department of Institutions & Agencies, with the exception of minor maintenance items, he would recommend that the work be accepted in order that the Maintenance Department could be authorized to enter upon the work and do such finishing and cleaning up as was necessary, and the cost thereof be charged against the contractors. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of Route 2, Section 5 from the Department of Institutions & Agencies and authorized the Maintenance Division to enter upon the work and do what finishing and cleaning up work was necessary, and that the cost thereof be charged against the Department of Institutions & Agencies in accordance with the recommendation of the State Highway Engineer. Commissioner Kidde requested that there be presented a report of the financial condition of this contract upon the completion of the work.

Hunterdon Co. Motor Vehicle Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of award of contract by Hunterdon County to Sigafoos & Poore for the construction of the Flemington-Frenchtown Road, work to be done from Motor Vehicle Aid. This was seconded by Mr. Kidde and adopted.

Littleton-Parsippany Road, Morris County

On recommendation of the State Highway Engineer, Commissioner Kidde moved the rejection of plans and specifications for the Littleton-Parsippany Road, Morris County, due to lack of funds, in order that the County might proceed with this work from its own account.

Permits-Closing Highways

State Highway Engineer Sloan presented to the Commission a communication from the Borough of Hightstown, requesting permission to close State Highway Route 1, in the Borough from 8:30 P. M., to midnight on July 4th, for the purpose of holding a block dance, proper detour having been provided with the necessary detour officers by the Borough of Hightstown. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the request of the Borough of Hightstown for a block dance on Route 1 in that Borough.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned to meet in regular session upon the call of the Chairman.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - July 3, 1924.

A regular meeting of the State Highway Commission was held at the Robert Treat Hotel, Newark, N. J., on Thrusday, July 3, 1924. The meeting was called to order at 10:00 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart,
Walter Kidde and Abraham Jelin.

Advisory Boards - General

The Secretary presented to the Commission an opinion which was received from the Attorney General, with reference to the approaches to the Hudson River Tunnel and the Delaware River Bridge. This opinion was read and the question of commencing the work on the extension of Route 1, Jersey City - Newark, and the work at Camden, was discussed. Among other things the question of additional forces to carry on the works was considered.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Engineer was authorized and directed to proceed at once to make a careful survey and detailed estimate of cost of the alternate route which was presented to the State Highway Commission at its meeting in Jersey City, on Friday, May 16, 1924, by the Mayor and Commissioners of Jersey City, together with similar data of such other routes as may seem practicable and desirable.

After further discussion and consideration, the Commission decided that the work on Route 1 Extension is of such magnitude that it will be necessary to employ additional forces.

State Highway Engineer Sloan reported to the Commission that he was prepared to proceed at once with the work, and recommended the employment of Mr. Fred Lavis, of New York City, as Assistant Engineer of Construction, at the rate of $6,000.00 per annum, Mr. Ronald N. Beck of Belleville, N. J., as Engineer of Surveys, at the rate of $5,000.00 per annum, and Mr. A. C. Fox, of Nutley, N. J., as Designing Engineer, at the rate of $5,000.00 per annum.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the employment of Fred Lavis as Assistant Engineer of Construction, at the rate of $6,000.00 per annum, Mr. Ronald N. Beck as Engineer of Surveys, at the rate of $5,000.00 per annum, and Mr. A. C. Fox as Designing Engineer, at the rate of $5,000.00 per annum.

The work on the extension of Routes 2, 3 and 6 to the entrance to the Delaware River Bridge at Camden, was then fully dis- and on motion by Mr. Jelin, seconded by Mr. Stewart, the commission directed that the work be handled by the Southern Division forces, with such additions and reinforcements as may be necessary from time to time, and a public hearing was directed to be advertised as soon as possible on this subject.

State Highway Engineer Sloan reported to the Commission that the surveys on the Shore Relief Routes, at Morgan and Keyport, have progressed to a point where contracts can be let at an early date, and no further action by the Commission was needed at this time.

Condemnation-Right of Way,
Donnell Property-Route4.

The Secretary presented to the Commission a communication received from Hon. Wm. Newcorn, special counsel on the condemnation proceedings of the State of New Jersey, against the property of the W. J. Donnell Lumber Company, advising that the Condemnation Commissioners have filed a report in connection with their award of $105,000.00 for land value and damage on property of the W. J. Donnell Lumber Company, and he recommended that an immediate appeal be taken from the award, since, in his opinion, the award is excessive and is more than the land itself is worth, This communication also stated that the Condemnation Commissioners have requested that application be made to the court for compensation at the rate of $150.00 per day, and Mr. Newcorn inquired as to the views of the State Highway Commission in this connection. Commissioner Jelin stated that he agreed absolutely with the recommendation of Judge Newcorn, that the price filed by the Condemnation Commissioners is entirely too high and excessive, and he moved that an immediate appeal be taken from the award. This was seconded by both Commissioners Kidde and Stewart with a statement that award is entirely too high and excessive. Commissioner Stewart stated that as to the amount of compensation to be paid to the Condemnation Commissioners, $150.00 per day was certainly excessive, but the correct amount must be determined by the Court, and Commissioner Kidde suggested that the Secretary invite Attorney Newcorn to appear before the Commission at an early date and discuss the matters contained in his communication.

Maintenance Materials -
State Highway.

State Highway Engineer Sloan reported to the Commission that bids had been received on June 30th for Bituminous concrete, type FA-BC1, or Amiesite, and sheet asphalt. He recommended that awards as recommended by the Maintenance Division, be approved by the Commission which will involve the delivery of amiesite to the job, the same to be placed by the department forces, and in the case of hot materials,these will be purchased in place on the job, for the reason that on the prices quoted, it will be more economical to permit the hot material to be placed cheaper by the Maintenance Department.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of the following maintenance material contracts as recommended by the State Highway Engineer,

TONS	TYPE	AWARD	CONTRACTOR	AMOUNT
4305	A	On job	Jersey Amiesite Co.	$ 46,000.00
2153	FA-BC-1	In place	Union Paving Company	
122	SA	" "	" " "	44,644.00
1423	FA-BC-1	" "	Standard Bitulithic Co.	
265	SA	" "	" " "	29,222.10
10	FA-BC-1	" "	Utility Construction "	220.00
			TOTAL- - - - - -	$120,086.10

Right of Way, Route 10, Bluff Road

The Secretary presented a communication received from Mr. A. C. Hart, representing the Elmside Holding Company, owners of property onRoute 10, Bluff Road section, asking for an extension of two weeks, and a communication from J. Noble Hayes requesting a further extension for Miss A. B. Williams on her property on Rt. 10, Bluff Road Section and also consideration of the Commission for a lesser amount than offered to Miss Williams by the State for her property. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved an extension of two weeks to the Elmside Holding Company for repurchasing of their property from the State in the Amount of $1500.00, said extension being granted due to the fact that this time is necessary for the closing of the proposition. As to the other property owners on this section, Commissioner Kidde stated that their time had expired on July 1st and no further extensions could be granted.

Route 5, Netcong-Hackettstown

State Highway Engineer Sloan reported to the Commission that during the past week he had made an inspection of the grading work on Route 5 between Netcong and Budd Lake and due to the very rainy season settlement on this work had reached a point where it would be entirely satisfactory to place a pavement thereon, and he recommended that authority be granted for the construction of pavement on Route 5, between Netcong and Budd Lake. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized plans and specifications to be prepared and work advertised for the placing of a concrete pavement on Route 5 in accordance with the recommendation of the State Highway Engineer.

Route 4, Section 22

Chairman Scott reported to the Commission that in accordance with reference made at a previous meeting he had made inspection of the completed work on Route 4, Section 22 through Asbury Park and he had found the same in satisfactory condition and ready for acceptance. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment of Route 4, Section 22, Main Street, Asbury Park, after approval of the final papers by the State Highway Engineer.

Route 4, Amboy Bridge, Steel Painting.

State Highway Engineer Sloan submitted to the Commission for recommendation the question of additional coat of paint to be applied to the steel work of the Perth Amboy Bridge. He presented a communication from P. St. J. Wilson, Chief Engineer of the Bureau of Public Roads at Washington, in which he suggested that in case the shops are given permission to fabricate the structural steel for the Amboy Bridge a considerable time in advance of its erection, he would suggest an additional coat of red lead shop paint to be applied, same to be quoted at actual cost by the fabricators. Commissioner Kidde stated that in view of the fact that specifications were drawn for the adequate protection of the structural steel with three coats of paint, he could not see the necessity for the State spending an additional sum for a fourth coat of paint if this coat was for the benefit of permitting the fabricators to prepare the steel in advance of the time needed. He suggested that the fabricators might be willing to stand the entire cost of this work, in order to turn the steel out ahead of time, in view of the fact that it is the duty of the contractor to deliver the steel in proper condition and acceptable to the State Highway Commission. No definite action was taken on this matter at this time.

Route 4, Amboy Bridge Bronze Work

State Highway Engineer Sloan presented to the Commission a communication from Stillman, Delehanty, Ferris Company, contractors on Amboy Bridge, advising that they are ready to place the contract for bronze work for the bridge, and requesting information as to whether there is to be any change in the bronze work as originally contemplated in view of the fact that the bridge was designated as Victory Bridge by the Last Legislature. State Highway Engineer Sloan explained that the bronze work affected was for the lamp brackets, banner brackets, nameplates and span wire bolts, and he recommended that the contractor be instructed to proceed with the furnishing of the material as called for on the plans. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer as to bronze work on the Amboy Bridge.

Cumberland County,-Federal Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of award of contract by the Board of Freeholders of Cumberland County for the Bridgeton-Port Norris Road, Section 1, Cumberland County, Federal Aid having been granted on this work. This was seconded by Mr. Stewart and adopted.

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Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the return to Maurice River Township, Cumberland County, of the road from Route 15, Section 6, Leesburg Cut-Off to the Leesburg Station of the P. R. R. This was seconded by Mr. Jelin and adopted.

Flemington-Frenchtown Road,
Hunterdon County

Commissioner Jelin advised that he had received a telephone communication to the effect that in awarding the contract for the construction of the Flemington-Frenchtown Road in Hunterdon County, the authorities had overlooked the fact that the lowest bidder had not quoted on all of the items specified in the original contract which would appear to make the bids irregular. The Secretary informed the Commission that this contract had been approved by the State Highway Commission at its last meeting, there being no reference made to any such condition. Commissioner Kidde stated that in view of the facts presented, he would move that the State Highway Engineer be directed to make an investigation as to the conditions existing, and if there is any irregularity such as described, the contract be cancelled at once. This was seconded by Mr. Jelin and adopted.

Bergen County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved approval of award of contract for Crescent Avenue, Section 1, Franklin Township, Bergen County, Township Aid. This was seconded by Mr. Jelin and adopted.

The Schedule of Business was next taken up for consideration item by item as follows:

Route 5, Section 14.

State Highway Engineer Sloan reported to the Commission that he had approved plans and specifications and ordered advertisement for the construction of Route 5, Section 14, Morris Avenue, Springfield, in Union County. On motion by Mr. Kidde, seconded by Mr. Stewart, the action of the State Highway Engineer was ordered ratified, confirmed and approved.

July 3d, 1924.

Passaic River Bridge Repairs,
Route 1, Extension

State Highway Engineer Sloan reported that he had approved specifications and ordered advertisement for the repair of three timber fenders on the Passaic River Bridge on Route 1, Extension. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ratified, confirmed and approved the action of the State Highway Engineer.

Right of Way, Rt. 7, Sec. 2.

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the following offers be made for property required for the construction of Route 7, Section 2, Golf Course-Anderson's Corner and in the event of refusal to accept that condemnation proceedings be entered into:

Parcel	9-I,	Chas. A. Laframboiss, et als,	Amount Offered	$175.00
"	9-L,	Philip Kent, et als,	" "	200.00
"	9-AA.	Irene A. Amyot, et als,	" "	275.00
"	15,	Edwin L. Shafto,	" "	10.20
"	21,	Frank Cogovan,	" "	98.80
"	28,	Margaret & Gustave Anderson, et als		79.86
"	29,	" Anderson, et als		52.04

This was seconded by Mr. Stewart and adopted.

Right of Way, Rt. 7, Sec. 3.

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the following offers be made for property required for the construction of Route 7, Section 3, Anderson's Corner-Colt's Neck Section and in the event of failure to accept that the property be acquired by condemnation:

Parcel	1,	Margaret Anderson,	Amount Offered,	$ 32.50
"	12,	Walter Fletcher,		103.80

This was seconded by Mr. Stewart and adopted.

Right of Way, Rt. 7, Sec. 2.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the purchase of the following property on Route 7, Section 2, Golf Course-Anderson's Corner Section:

Parcel	9-C,	W. W. Stewart,	consideration	$ 140.00
"	9-M,	F. E. Clark	"	20.00
"	9-N,	Robert A. Lake,	"	140.00
"	9-R,	Gus D. Cloninger,	"	160.00
"	9-S-1, 9-S-3,	Malon S. Shaffer		120.00
"	9-W,	Arthur P. Pierce,	"	80.00
"	30,	Irene Tilton,	"	40.00

This was seconded by Mr. Stewart and adopted.

July 3d, 1924.

Right of Way, Route 7, Section 3.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the purchase of the following parcels of property on Route 7, Section 3, Anderson's Corner-Colt's Neck Section:

Parcel	6, Warren L. Mason,	Consideration	$ 14.00
"	10 & 11, Warren L. Mason,	"	34.00
"	18, Thomas L. Remmel,	"	100.00
"	19, Michael Dorey,	"	18.00

This was seconded by Mr. Stewart and adopted.

State Highway Engineer Sloan presented to the Commission the purchase agreements for Parcels 32, 33, 35, 38, 39, 41 from N. J. Robbins, for $1,600.00 involving the moving of a building. Commissioner Stewart stated that in connection with the moving of buildings, appraisal should be given to the State by a responsible mover who is in the house moving business regularly, and he suggested that Mr. Mobus of Plainfield be requested to prepare an estimate for such work, and he, therefore, moved that the Robbins property on Route 7, Section 3 be referred to Commissioner Jelin for investigation with a request that he have Mr. Mobus of Plainfield prepare an estimate for the removing of the buildings. This was seconded by Mr. Kidde and adopted.

Right of Way, Rt. 7, Sec. 2.

State Highway Engineer Sloan presented to the Commission purchase agreements for the following property on Route 7, Section 2, Golf Course-Anderson's Corner:

Parcel	3, A. M. Tilton,	consideration	$ 700.00
"	9E, James P. Clyne,	"	200.00
"	11, Minnie A. Elmer,	"	337.80
"	12, Heirs of James H. Elmer,	"	632.00

On motion by Mr. Kidde, seconded by Mr. Stewart, these parcels were ordered referred to Commissioner Jelin, for investigation and report.

Right of Way, Route 4.

On recommendation of the State Highway Engineer, Commissioner Stewart moved that the condemnation petition for the acquisition of property of Theo. J. R. Brown on Route 4 at Manasquan River Bridge at M. P. 69.4, as authorized in May 1922, be amended in accordance with the map and description so as to save the construction of a retaining wall estimated to cost $3,000.00. This was seconded by Mr. Kidde and adopted.

Right of Way, Rt. 4, Sec. 24.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of the purchase of Parcel 1 on Route 4, Section 24, Toms River-Lakewood Section, from George W. & Nita Clawson for the consideration of $200.00. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 8.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the approval of purchase of Parcel 1A, on Route 8 at Bridge at M. P. 9.1 from Wm. B. & Loretta Ryerson, for the consideration of $1.00, the State to fill the approach to the Highway.

Right of Way, Rt. 7, Section 2.

State Highway Engineer Sloan presented to the Commission purchase agreements for Parcels 14 & 17 on Route 7, Section 2, Anderson's Corner-Golf Course Section, from Josephine E. & Seabrook H. Ackerman for the consideration of $4,500.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that this matter be referred to Commissioner Jelin for investigation and report.

Employments

On recommendation of the State Highway Engineer, Commissioner Stewart moved approval of the following list of employments as made by the State Highway Engineer, since the last meeting of the Commission.

6/23/24	Geo. B. Oliver,	Asst. Maint. Foreman	$ 125.00
7/1 /24	Chas. C. Hewitt,	Title Searcher	125.00
6/30/24	Frederick W. Kuhn,	Laboratory Assistant,	90.00
6/23/24	Edw. L. Sheerin,	Sr. Cost Clerk,	125.00
6/18/24	R. W. Bailey,	Rollerman,	150.00
6/18/24	R. L. Errickson,	Jr. Inspector,	125.00
7/1 /24	Fred C. Dileo	Sr. Clerk-Steno.	115.00
6/26/24	Samuel B. Porter,	Jr. Engineer,	125.00
7/1 /24	Geo. R. Danenhower,	Rodman	90.00

Resignations

7/15/24	Charles A. Pope,	Asst. Civ. Engineer,	Resigned
6/30/30	Geo. W. Oakes,	Eng. Draftsman,	"
7/15/24	L. M. McKenny,	Title Searcher,	"

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Hourly Basis, - Employments

6/23/24	J. R. McElheaney,	Gar. Assistant,	$ .45	hour
6/23/24	F. Garcia Gomez,	Mechanic	.65	"
6/24/24	Rea Helbling,	Gar. Assistant,	.45	"
6/18/24	Harold Shimp,	Motor Truck Driver,	.40	"
6/17/24	Paul Hitchner,	" " "	.40	"
6/21/24	Leon Craner,	" " "	.40	"
6/17/24	John Stiger,	" " "	.45	"
6/14/24	Jos. H. Corson,	" " "	.40	"
6/16/24	J. N. McCarthy,	" " "	.40	"
6/17/24	Charles Cahill,	" " "	.45	"
6/17/24	Louis Schott,	" " "	.45	"
6/17/24	Geo. Vincent,	" " "	.40	"
6/11/24	N. S. Baldwin,	" " "	.45	"
6/6 /24	Samuel Fanver,	" " "	.40	"

Increase

7/1/24 Carl Blatt, Garage Assistant. from .45 to .50

This was seconded by Mr. Kidde and adopted.

Route 4, Morgan Grade Crossing Elimination

Commissioner Stewart reported that he had not yet been able to investigate fully the property matters referred to him in connection with property on Route 4 at the Morgan Grade Crossing Elimination, although he was of the opinion that prices asked by the owners were entirely too high. Commissioner Kidde therefore moved that an offer be made to the following property owners of one half the sum asked by them, which would be as follows, and in the event of refusal to accept, that condemnation proceedings be entered into to acquire the property:

Jersey Central Realty Co. Parcels 5A, 5B, 5C, 5D, 5E, 5F, 5G, for the consideration of $2,375.00, one half to be offered.

Jersey Central Realty Co., Parcel 7, for the consideration of $125.00 one-half to be offered.

Jersey Central Traction Co ~~Wessco Realty Company~~, Parcel 1, for the consideration of $1,083.60, one-half to be offered.

R. E. L. Morgan, Parcel 8, consideration asked; $1,940.00, offer one-half.

Rejection of Plans, West Long Branch-Interlaken Road.

On recommendation of the State Highway Engineer, Commissioner Kidde moved the rejection of plans and specifications for the West Long Branch-Interlaken Road, Section 1, in Monmouth County, due to lack of State Aid funds. This was seconded by Mr. Stewart and adopted.

Route 6, Sec. 13, Federal Aid

On recommendation of the State Highway Engineer, Commissioner Stewart moved the approval of project agreement for the construction of Route 6, Section 13, Bridgeton-Marlboro Road, known as Federal Aid Project 42A. This was seconded by Mr. Kidde and adopted.

Somerset County,-Township Aid.

On recommendation of the State Highway Engineer, Commissioner Stewart moved the acceptance and final payment on the Bolmer's Corner Blawenburg Road, Montgomery Township, Somerset County, Township Aid. This was seconded by Mr. Kidde and adopted.

Cumberland County-Township Aid

On recommendation of the State Highway Engineer, Commissioner Kidde moved the acceptance and final payment on the Delaware Way Road, Section 2 in Downe Township, Cumberland County, Township Aid. This was seconded by Mr. Stewart and adopted.

Request for Hearing, Westville

The Secretary presented a communication from Mayor A. E. Heel, of Westville, New Jersey, requesting a hearing for the citizens of Westville, in order that they might present plans for the Crescent Highway through Westville. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Mayor Heel be informed that when the Commission holds a public hearing in Camden, a reasonable time will be given for a hearing from the Citizens of Westville.

Motor Vehicle Taxation

The Secretary presented a communication from Mr. Wm. H. Roberts, a member of the Special Legislative Commission, appointed by the last Legislature, to study Motor Vehicle Taxation and its relation to a gasoline tax, in which he requested certain statistics. There was also presented a report from the Chief Auditor & Accountant advising that from the reports furnished by the municipalities to the State, it is not possible to secure the information desired by Mr. Roberts in the manner in which it was requested. The Secretary requested that authority be granted for the Chief Auditor to confer with Mr. Roberts on this matter. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and the Chief Auditor was authorized to take the matter up with Mr. Roberts to ascertain just what sort of information his committee desires to secure. Commissioner Kidde suggested that when such a conference was arranged with Mr. Roberts, he might be of assistance in the matter.

Maps, State Highway Road.

The Secretary reported to the Commission that disposition was being made of the first 100,000 maps at the rate of over 2000 per day and it would only be about ten days before these were entirely exhausted. He informed the Commission that requests for large numbers of maps have been coming in from individual parties and were not being filled in full, and he recommended that the Commission place an order for its option on 100,000 additional maps. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized the purchase of an additional 100,000 State Highway Maps for public distribution.

Signs

The Secretary presented a communication from the Atlantic County Chamber of Commerce requesting the State Highway Department to place all its road signs at right angles with the road instead of parallel as it is now doing. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered acknowledged and the Secretary was directed to advise the Atlantic County Chamber of Commerce that the system as at present laid out was given careful thought and it will take time to consider the proposal as made.

Route 9, through Dunellen

The Secretary presented a communication for the Public Service Railway Company advising that the Public Service Railway Company has given instructions to have the macadam between the car tracks on Route 9, through Dunellen, repaired and when this is done to oil the same. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

July 3d, 1924.

Commendations.

The Secretary presented a communication from Mr. H. R. Fetteroll commending the State Highway Commission upon the manner in which the roads throughout the State are being planned and the way in which the detours are marked. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

County Road, Hudson County

The Secretary presented a communication received from County Engineer Radigan of Hudson County, requesting authority for the County to advertise for a concrete base as well as a complete pavement on County Road, Hudson County with a view toward receiving greater competition upon the work than would be possible were the base and bituminous surface advertised at one time. State Highway Engineer Sloan recommended that the procedure be allowed, and on motion by Mr. Kidde, seconded by Mr. Stewart, the County of Hudson was permitted to advertise for the complete pavement and also for the base on County Road, Hudson County, entirely separate from the surface.

Invitation

The Secretary presented to the Commission an invitation extended by Michael Staub, one of the State contractors, inviting the State Highway Commission and its staff to a gathering at his home in Pitman, on July 11th at 7:30 P.M., as an expression of his appreciation for cooperation given him by the State Highway Department. On motion, duly seconded, the communication was ordered acknowledged with thanks and the invitation accepted on behalf of such Commissioners as could find it convenient to attend.

The Secretary called attention to the invitation extended by the Vineland Chamber of Commerce to the celebration on account of the opening of the road between Bridgeton and Vineland, on Wednesday, July 9th.

July 3d, 1924.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting adjourned at 1:30 P. M., to meet again in regular session on Tuesday, July 15th, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - July 15th, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, July 15, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of May 23d and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of June 10th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Route 4, Toms River

Mr. Mullin's report.

State Highway Engineer Sloan requested that Division Engineer Mullins be permitted to submit a report on Route 4 at Toms River which matter has been before the Commission for some time. Mr. Mullins appeared and presented a plan whereby a new alignment could be located at Toms River which would eliminate the necessity for the moving of expensive buildings and would not exceed in cost the proposed cut-off through Main Street, Toms River. State Highway Engineer Sloan advised that he was prepared to recommend that surveys be started upon the suggested new line, since this study had ascertained that the cost of the moving of the hotel and various buildings along Main Street would be very expensive. Commissioner Kidde then stated that the plan of skirting the town, as shown by a preliminary survey, seems to be a very good solution of the Toms River matter since the preliminary survey developed that there would be no encroachment on Huddy Park and the road would continue without making two crossings of the railroad and thus form a complete solution to the Toms River problem at a cost of less than what has been considered before, at the same time relieving the center of the Town of through travel, and he moved that State Highway Engineer Sloan be directed to start surveys at once to determine the exact cost of this new line and that the same be brought to the attention of local associations in Toms River. This was seconded by Mr. Jelin and adopted.

Rieglesville-Warren Glen Road, Warren County

State Highway Engineer Sloan advised the Commission that the Freeholders of Warren County were prepared to let a contract for the Rieglesville-Warren Glen Road, Warren County, for eighteen feet paved width and he recommended that the Commission consider an allotment to Warren County in order that this width may be changed to twenty feet. On motion by Mr. Kidde, duly seconded, Commissioner Jelin was authorized to make an inspection of this road before action is taken by the Commission.

Dinner at Vineland

The Secretary reported to the Commission that on July 9th a testimonial dinner was tendered the Highway Commission by the Chamber of Commerce of Vineland, New Jersey, as appreciation for the aid granted in the completion of the Carll's Corner Road between Bridgeton and Vineland. There were present at the dinner Chairman Scott and Commissioner Kidde. Chairman Scott stated that he was pleased to attend such dinners, due to the fact that they encouraged a more friendly relationship between the State Highway Commission and the local authorities.

Road to State Institutions

Chairman Scott also reported that on Monday, July 14th, together with Assistant State Highway Engineer Reed, he had attended a regular meeting of the State Board of Freeholders at Jamesburg, and at the same time made an inspection of the road to Jamesburg State Home for Boys, which was placed in repair by the Maintenance Department, and was very satisfactory.

Hunterdon County-Township Aid

The Secretary informed the Commission that a delegation was present from Kingwood Township, Hunterdon County, with reference to the award of contract for the construction of the Barbertown-Delaware

Line Road in that Township. Chairman Scott informed the Commission that this Township Committee had appeared last Tuesday and finding no Commission meeting in session asked him to listen to the arguments. He stated that it was shown that while there was but one bid, the work had been given proper advertisement and he was assured also by the State Highway Engineer and the Assistant State Highway Engineer that the prices received upon the one bid were reasonable and satisfactory. He also stated that the local delegation impressed upon him the necessity for immediate work on this road in order to permit the farmers to have the use of the road when the harvest season approached. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the report of the Engineering Department that the prices received by Kingwood Township were satisfactory, and approved the award of contract for the construction of the Barbertown-Delaware Line road in Hunterdon County. The Secretary communicated this information to the delegation present and the need for the hearing was, thereby, eliminated.

Route 14, Petersburg-Greenfield

[illegible]

The Secretary informed the Commission that Mr. A. B. Whelan of the firm of Ross & Whelan, contractors on Route 14, Petersburg-Greenfield Section, was present and desired a hearing at this time. On motion, duly seconded, a hearing was granted. Mr. Whelan appeared before the Commission and advised that in 1922 his company accepted a contract from the State for the grading and graveling of Route 14, Petersburg-Greenfield Section at a price of 61.8% of the Engineer's estimated units of cost. He advised the Commission that two days prior to his submitting the bid he had inquired from State Highway Engineer Wasser as to whether all of the quantities specified for fill would be used on the work and he was given an affirmative answer by Mr. Wasser. In substantiating this point a communication was presented by the State Highway Engineer from Mr. Wasser advising that such an understanding was had between Mr. Whelan and himself. Mr. Whelan informed the Commission that upon completion of the contract it was found that the fill in the contract had been reduced by practically one-quarter, which, in view of the percentage plan of bidding had forced him to take a loss upon a bridge in the line of the work. He asked that the Commission make payment to him of the cost of placing the remaining gravel fill upon this work in line with the understanding he had with Mr. Wasser. He stated also that he believed that in view of the fact that the contract was for the completion of a particular job and that the work had been fulfilled to the satisfaction of the Department, that he should be paid for all quantities included in the Engineer's estimated units of cost. State Highway Engineer Sloan informed the Commission that the situation as stated by Mr. Whelan was correct, but it would be impossible for the State to pay for any material not placed on the work although Mr. Whelan appeared to have an equity in the matter which might be adjusted on the basis of recompense for overhead plant and other expenses made necessary in preparing to do the entire work. Commissioner Jelin inquired as to the actual amount of the claim and Mr. Whelan stated that he would accept $8,000.00 on account of his claim. Commissioner Kidde stated that there were two points to be considered. First, that a bid was submitted upon definite items included in a definite contract, and Second, that apparently wrong information as to the total amount of the work was given to the contractor. He believed the contractor entitled to relief. After further discussion, Commissioner Jelin moved that the Commission consider that there is an equitable adjustment due to Ross & Whelan on Route 14, Petersburg-Greenfield Section, and that the State Highway Engineer and Mr. Whelan go over the entire matter and after arriving at a satisfactory adjustment, the same be presented to the State Highway Commission in a report at the next meeting, in order that the same might be approved and presented to the Attorney General for opinion as to the legality of payment by the State.

Old Bridge-Matawan Road, Middlesex County

The Secretary informed the Commission that a delegation from the Board of Freeholders of Middlesex County were present with the bids received for the Old Bridge-Matawan Road in Middlesex County. On motion, duly seconded, a hearing was granted. County Engineer Larson, together with freeholders Dey and Applegate appeared before the Commission and reported that six bids had been received for the construction of the Old Bridge-Matawan Road, the lowest bid being by Liddle & Pfieffer, of Perth Amboy, and they were prepared to recommend award of this contract to the lowest bidder since they believed this contractor to be a responsible one. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted the recommendation of the Board of Freeholders of Middlesex County and approved the award of contract for the construction of the Old Bridge-Matawan Road in Middlesex County to Liddle & Pfieffer, of Perth Amboy at their's the lowest bid received, aid being granted by the State in the amount of $100,000 on the work. County Engineer Larson requested information as to whether the State Highway Commission would be willing to pay to Middlesex County its share of the cost in monthly installments in accordance with estimates to be submitted. This was consented to by the Commission without necessity of official action.

Flemington-Frenchtown Rd.
Hunterdon County

The Secretary informed the Commission that Sigafoos & Poore Inc., low bidders on the Flemington-Frenchtown Road in Hunterdon County, were present together with Judge Newcorn as their counsel on the matter of the award of contract to them. On motion, duly seconded, a hearing was granted. Judge Newcorn advised that he had been requested by the contractors to appear in their behalf before the Commission and explain that the irregularity claim in the bidding by his client on the Flemington-Frenchtown Road, was not such as would be material in the award since his client stood ready to make no charge for the amount of drainage as specified in the item on which no bid was submitted, due to error apparently on the part of the County Engineer's Office in transmitting to them a bid blank without these figures contained therein. Judge Newcorn also stated that it would work a hardship upon the contractor if the job was readvertised, since the contract figures would be available to the other bidders. Commissioner Jelin stated that the irregularity appeared to be very slight in this particular case, but it would not do for the State Highway Commission to open the door and establish a precedent whereby collusion could be practiced by the County authorities and bidders upon work, and for this reason he was not convinced that even though there was no material disadvantage to the other bidders and no loss to the county, that award should be made. Mr. A. D. Bullock of the Sigafoos & Poore Company explained to the Commission the manner in which the bid was made up and the impossibility for collusion existing in this instance. State Highway Engineer Sloan informed the Commission that he was satisfied that there was no collusion in the matter, but it was a mistake on the part of the authorities in preparing the bidding sheets. Commissioner Jelin stated that he had discussed this matter very thoroughly with Commissioner Stewart and it was his opinion also that as long as there was any question involved as to irregularity, no matter how small, that it would be establishing a bad precedent to approve such an award. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered taken up for consideration by the Commission at a later time should Mr. Stewart arrive at the meeting.

Right of Way, Amboy Bridge

Judge Newcorn next took up with the Commission the matter of the condemnation of the W. J. Donnell Lumber Company property condemnation and the nature of handling the case before the condemnation jury. This was discussed in conference. Judge Newcorn also inquired as to whether the Commission had anything to say with regards to the request to be made by the Condemnation Commissioners for $150.00 per day for services rendered in the case. He also stated that this amount would, of course, be fixed by the Court, but that if there was a recommendation from the State Highway Commission, he would be in a position to confer on this matter with the Court. Commissioner Kidde suggested that the State Highway Commission declare itself in favor of $50.00 per day as a fair compensation to be allowed. This was also the opinion of Mr. Jelin and Chairman Scott.

July 15th, 1924.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 1:30 P. M., to meet in regular session again at 2:30 P. M. The meeting reconvened again at 2:30 P. M., as agreed, with the same members present as at the morning session.

Invitation, Inland Waterway Commission.

The Secretary presented to the Commission an invitation extended to the State Highway Commission by the State Board of Commerce & Navigation to accompany that Board on an inspection trip of inland waterways on Saturday, July 19th, and Sunday, July 20th. On motion by Mr. Jelin, seconded by Mr. Kidde, the invitation was ordered received and acknowledged with thanks and the Secretary was directed to advise that those Commissioners who could see fit to attend, would do so.

Route 4, Bradley Beach

The Secretary presented to the Commission a communication from the Board of Commissioners of Bradley Beach requesting the State Highway Commission to assume control over Route 4 on Main Street, through Bradley Beach, and explaining that the local Board refused to relinquish control of this road in 1920 because of the manner in which the former State Highway Commission was functioning. State Highway Engineer Sloan informed the Commission that the condition of the road has been permitted to become out of repair to such an extent that he would recommend that the authorities of Bradley Beach be requested to place the same in proper condition before the State Highway Commission takes the same over. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized a communication to be forwarded to the Borough of Bradley Beach advising that the State Highway Commission will be glad to take over Main Street, Bradley Beach as soon as the same is placed in proper condition by the local authorities.

Routes 18 & 20 in Gloucester Co.

The Secretary presented a communication from the Board of Freeholders of Gloucester County transmitting a resolution granting the

State Highway Commission the privilege of taking sufficient material from county owned gravel pits along Routes 18and 20 in Gloucester Co. for the maintenance of these routes in Gloucester County without any cost to the State, during the year 1924. On motion by Mr. Jelin, seconded by Mr. Kidde, this communication and resolution were ordered received and acknowledged with the thanks of the State Highway Commission.

Detour Route 4, Lakewood-Toms River.

The Secretary presented a resolution from the Ocean County Board of Freeholders to the effect that it is the sense of that Board that the State Highway Commission is not properly maintaining the detour of Route 4 between Lakewood and Toms River, and requesting the State Highway Commission to immediately take such steps as are necessary to place said detour in good and proper condition. State Highway Engineer Sloan stated that he had received advice from the Maintenance Department to the effect that proper attention was being given to this detour and that the road is now in better condition than it was at the time it was taken over as a detour by the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the information contained in this report be transmitted to the Board of Freeholders of Ocean County.

Right of Way, Route 18.

The Secretary presented to the Commission a communication received by Chairman Scott from Major W. A. Welsh, General Manager of the Palisades Interstate Park, advising that he is doing everything possible to hurry the matter of right of way on Route 18, at the Phelps Estate. On motion, duly seconded, the communication was ordered received and placed on file.

Route 18, Section 1.

State Highway Engineer Sloan informed the Commission that he was prepared with plans and specifications for the advertisement of the paving of three-quarters of a mile on Route 18 at Alpine in Bergen County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the paving of three-quarters of a mile of Route 18, Section 1, in Bergen County and authorized advertisement for the same to be placed.

Route 14, Seaville-Tuckahoe

State Highway Engineer Sloan informed the Commission that he was prepared with plans and specifications for the construction of Route 14, Seaville-Tuckahoe section and recommended authority to advertise. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for Route 14, Seaville-Tuckahoe section and authorized advertisement for the same to be placed after approval by the State Highway Engineer.

Route 8, Mt. View Grade Crossing

State Highway Engineer Sloan informed the Commission that he was prepared to proceed with the advertisement for the approaches to the D. L. & W. Grade Crossing Elimination on Route 8 at Mt. View, and he recommended that advertisement for the same be authorized. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the approaches for the D. L. & W. R. R. Crossing Elimination on Route 8 at Mountain View and authorized advertisement for this work after approval by the State Highway Engineer.

Route 4, Morgan Grade Crossing

State Highway Engineer Sloan informed the Commission that plans and specifications for the approaches to the Morgan Grade Crossing Elimination on Route 4, were prepared and he recommended that authority for the advertisement of this work be granted, On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the approaches to the Morgan Grade Crossing Elimination on Route 4, and authorized advertisement for the same to be placed after approval by the State Highway Engineer.

Advisory Board Morgan-Keyport Cut-off

State Highway Engineer Sloan informed the Commission that plans and specifications were being prepared for the grading of the line of the Advisory Board recommendation for the Morgan-Keyport Cut-off and recommended that advertisement be authorized. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the plans and specifications for the grading of the Morgan Cut-off and authorized advertisement for the same to be placed after approval by the State Highway Engineer.

Route 14, Egg Harbor-Mays Landing

Chairman Scott inquired of the Commission as to what disposition would be made of the Motor Vehicle funds being held for South Jersey improvement on account of the elimination of the construction of Rt. 14, from Mays Landing to Egg Harbor. He suggested that if possible portions of Routes 18 and 20 as recently taken over, be placed under construction with these funds. After discussion as to the best manner in which the work could be undertaken on Route 20, Commissioner Kidde moved that Motor Vehicle Reserve funds now being held, be authorized for use to the extent of $200,000.00 on the improvement of a section of road between Glassboro and Malaga and that advertisement for this work be placed as soon as plans and specifications are approved by the State Highway Engineer. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Taxation

The Secretary presented a communication received from Mr. Harry Meixell, Secretary of a Special Commission appointed by the Legislature for the study of Motor Vehicle Taxation and stating that his Committee desired to have a meeting with the State Highway Commission and the State Highway Engineer in order to discuss some satisfactory matters in connection with their work. The Secretary informed the Commission that since the date of this latter Commissioner Kidde and Mr. Howell have conferred with Mr. Roberts, a member of this Special Commission, and a number of points were taken up which may be the same as desired by the Special Commission in a further meeting. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged with the advice that the State Highway Commission will be glad to meet with the Special Commission and give any information they have available and further that their attention be called to the fact that

Commissioner Kidde and Chief Auditor Howell have already conferred with Mr. Roberts and have given certain information which if necessary to be supplemented will be furnished upon request.

Salaries-comparison of.

The Secretary presented a communication received by Commissioner Kidde from the Director of the Board of Freeholders of Essex County advising that the Boards of Freeholders of Essex and Hudson Counties have granted increases to employees on the Lincoln Highway Bridges owned by the Counties, which makes the pay of the men now employed on bridges taken over by the State on Loncoln Highway on Route 1, much less than those of the county employees. He suggested that the Commission might desire to grant increases to its men commensurate with county rates. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the Commission is granting increases at the present time to men in these classifications and this may, in all likelihood, take care of the situation as outlined in the communication, although the rates of pay of the county are much higher than is the scale of rates paid by the State.

Proposed Routes

The Secretary presented a communication from J. Earl Jones of Columbia, New Jersey, requesting consideration for a road along the Delaware River in New Jersey which would connect Delaware N. J. with Port Jervis. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered acknowledged with thanks for the courtesy of the presentation.

Route 7, Jerseyville Grade Crossing

The Secretary presented a communication from C. A. McCormack, of New Brunswick, calling attention to the dangerous conditions existing on Route 7 near Jerseyville at the Railroad crossing and asking that the Commission take steps to cut down the embankment in order to eliminate this danger. State Highway Engineer Sloan informed the Commission that it was the purpose to consider the elimination of this crossing in the next year's program and that the fill which was removed at this time would have to be replaced. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and referred to State Highway Engineer Sloan for answer in line with this report to the Commission.

Employments, Route 1, Extension

The Secretary presented a communication from the Civil Service Commission requesting the Commission to send a representative to appear before the Civil Service Commission on Tuesday, July 22, at 11 A. M., to discuss in some detail the project and character of organization necessary for the work on Route 1 Extension through Jersey City. On motion by Mr. Kidde, duly seconded, the communication was ordered acknowledged with the advice that Commissioner Jelin and State Highway Engineer Sloan would attend the next meeting of the Civil Service Commission in order to discuss this matter.

A schedule of business was next presented by the State Highway Engineer with his recommendation and action was taken as follows:

Route 11, Section 9

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified, confirmed and approved the approval given to plans and specifications and advertisement for Route 11, Section 9, Washington Avenue, Belleville.

Bridges, Route 16.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission received the report that the final inspection was made of Bridges at M. P. 25.7/16 and M. P. 23.8/16 and authorized the release of Maintenance Bonds which expired in each case on July 3, 1924.

Right of Way, Hackensack River Bridge

The Secretary read the report of the State Highway Engineer on the matter of James Bowen condemnation for property located on the easterly bank of the Hackensack River. He stated that the services of J. P. Day, Inc., of New York City could be secured by the State for the sum of $500.00. Commissioner Kidde suggested that Mr. Maier, Real Estate expert, of Newark, be asked as to what the cost of his services would be in connection with this case and that Mr. Jelin inquire of J. P. Day whether this work could not be undertaken for an amount of $300.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary arrange for a conference with the Attorney General's Department on matters concerning right of way condemnations.

Route 7, Section 2,

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of sub-letting of the contract for bridge work on Route 7, Section 2, to Owen Melee of Long Branch, New Jersey, by J. M. Reuter, Inc., contractors for this work.

Route 5, Section 12

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the issuance of extra work order and supplemental agreement to Crilly & Cannon, contractors on Route 5, Section 12, Netcong-Canal Culvert Section, extending that contract to include the excavation, pavement, drainage and other features in order to eliminate the embankment of the Morris Canal at Ledgwood.

Route 9, Section 8-A, North Branch Bridge

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance of agreement with Henry M. T. and Bessie A. Beekman covering theeasement for a temporary bridge over the North Branch of the Raritan River at M. P. 29.6 on Route 9, Section 8A. This agreement also provides for the abandonment and release of the mill rights, and gives the State the right to permanently close the tail race, for the consideration of $5,500.00. In connection with this item State Highway Engineer Sloan reported that the acceptance of this agreement will make a net saving to the State of $6,500.00, due to the elimination of the construction of a bridge in the original contract.

Right of Way, Route 7, Section2.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following offers for property on Route 7, Section 2, Golf Course-Anderson's Corner, and that condemnation proceedings be instituted in view of the fact that the owners can not be located:

Parcel	9-J,	J. B. Brinson,	amount offered	$ 35.00
"	9-P,	J. A. McPhelen et als	" "	60.00

Right of Way, Route 7, Section 2.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following property on Rt. 7, Section 2, Golf Course-Anderson's Corner:

Parcel	9-B,	J. T. Houston,	consideration	$200.00
"	9-F,	Wm. J. DeRome,	"	40.00
"	9-H,	D. T. D'Arcy Tansey,	"	52.00
"	9-Z,	H. S. Hooper,	"	80.00
"	9-U,	Claude H. Kratzer,	"	150.00

Right of Way, Route 5, Section 11

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the acceptance of purchase agreement on Route 5, Section 11, Parcel 5 from the Trustees of the Episcopal Fund and Diocesan property of the Diocese of Newark, for the consideration of $1.00, plus extension of lane and filling with soil of the existing turnpike as shown on the map.

Right of Way,Route 8.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of a dedication of Parcel 18 on Route 8 at the Mountain View Grade Crossing Elimination, by the Board of Education of the Township of Wayne of Passaic County, for highway purposes.

Amboy Bridge

State Highway Engineer Sloan informed the Commission that after an inspection of several of the concrete footings which had been placed on the viaduct section of the Perth Amboy Bridge, it was found necessary to order the same removed and replaced, the work to be done at the expense of the State, due to the fact that it was found that the cement originally placed was very slow in setting up, with the result that when the footings were unwatered the corners sloughed down which made it necessary for their removal entirely and a change in plan in order to remedy the condition which would be by the placing of timber platforms. He advised that the cost involved would be $3,720.00 and the replacing of concrete. He presented a report from the Government

Engineer on this work and also from R. B. Gage as to tests made of the concrete. Commissioner Kidde questioned whether there was any provision in the contract whereby the contractor was to furnish the work complete in place. State Highway Engineer Sloan advised that the work done by the contractor in this case was done with the approval of the engineer and subject to the direction of the Engineer, and therefore, he could not be held responsible, On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for change in plan and work necessary for satisfactory footings at the Amboy Bridge.

Request for Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of furnishing patching material in the amount of $125.00 to the Street Department of Rocky Hill, New Jersey, for the maintenance of its main street in view of the fact that considerable of the State's maintenance materials are hauled from the railroad station over this street.

Island Heights Bridge

The Secretary presented a letter received from A. L. Wardell, Assessor of the Township of Dover, in Ocean County, calling attention to the dangerous condition which existed on the bridge at Seaside Heights, as to the parking of cars on the bridge. State Highway Engineer Sloan advised that this condition existed due to the lack of authority on the part of the Commission to enforce its rules and regulations after the making, and that this dangerous condition also exists on the Manahawken bridge to Beach Haven. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication be forwarded to Motor Vehicle Commissioner Dill with the request that he place special inspectors on the bridge for several Sundays in order to eliminate the dangerous parking of cars.

Route 4, Avon

A communication was submitted from John Thompson, Mayor of Avon, New Jersey, requesting that the State Highway Commission make the same improvement on each crossing of Route 4 as on Sylvania Avenue, and the State Highway Engineer recommended that negotiations be entered into on the basis of completing nine other intersections with granite block, the Borough of Avon to pay one-third, the trolley company one-third and the State to pay one-third of the cost of the same, the total estimate of cost to be $8,883.00. On motion by Mr. Kidde, seconded by Mr. Jelin the State Highway Commission approved the recommendation of the State Highway Engineer and directed that such a proposition be forwarded to Avon and to the trolly company.

Office Space, Jersey City

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the leasing of 2000 ft. of office space on the 9th floor of the Trust Company of New Jersey building in Jersey City at a price of $4,500. per annum including all service partitions as requested for a term of one year, said office space to be used in connection with the Jersey City Advisory Board Project for Route 1 Extension.

Office Space, Camden

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the leasing of 1462 sq. ft. of office space on the second floor at 8th & Market Streets in Camden, for a yearly rental of $1,500. including all service except current for electric light, said offices to be used for the work in connection with the Camden Advisory Board project for the extension of Routes 2, 3, and 6 to the entrance to the Delaware River Bridge.

Equipment

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of six Ford Touring cars and one Buick Sedan for the work on Route 1 Extension at Jersey City and on Route 2, 3, and 6 at Camden, all purchases to be made in accordance with the State Purchasing Agent's directions.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

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Commission ratified the following employments as made by the State Highway Engineer since the last meeting of the Commission:

7/1 /24	Miller W. Frace,	Junior Inspector,	$ 125.00 mo.
7/1 /24	John McCullough,	" "	125.00
7/1 /24	C. J. Lahey,	Bridge Attendant,	90.00
7/1 /24	John T. Reddan,	Laboratory Assistant,	90.00
7/9 /24	Bernard Forer,	Laboratory "	90.00
7/7 /24	Chas. L. Blodgett,	Material Inspector	125.00
7/7 /24	Margaret E. Hickey,	Clerk Stenographer,	80.00
8/1 /24	H. H. Diefenderfer,	Testing Chemist, B.	195.00
7/16/24	W. R. Stevens,	Rodman,	90.00
7/8 /24	Fred Lavis,	Asst. Engineer of Const.	500.00
7/16/24	Ronald M. Beck,	Engineer of Surveys	416.66
7/16/24	A. C. Fox,	Designing Engineer,	416.66
8/1 /24	Henry Herstein,	Bridge Designer,	320.00
7/16/24	Ralph B. Titsworth,	Chief Designer,	275.00
7/1 /24	H. W. Giffin,	Division Const. Engr.	325.00

7/1 /24	John G. Gill,	Motor Truck Driver,	.45 hour
6/27/24	Steve Veres,	" " "	.45
6/27/24	Fred Parsio,	" " "	.45
6/27/24	Daniel Roath,	" " "	.45
7/1 /24	A. U. Fox,	" " "	.45
7/7 /24	Frank J. Dempsey,	Mechanic,	.65
7/8 /24	James Peterson,	Motor Truck Driver,	.40
6/30/24	Earl Johnson,	Motor Truck Driver	.40
6/30/24	Fred Huykman,	" " "	.40

7/1 /24	Wm. K. Hunter,	Highway Inspector, Leave of absence withour pay.	
7/8 /24	A. V. K. Magee,	Material Inspector,	Resigned
7/15/24	F. S. Cubberly,	Bridge Designer,	"
7/15/24	Lillian Barrett,	Sr. Clerk-Stenographer	"
6/30/24	John Hemsath,	Rodman,	"
6/24/24	E. T. McNiemey,	Res. Engineer,	"

Increases

State Highway Engineer Sloan presented to the Commission a compilation of increases which he would recommend to the State Highway Commission for approval, showing an increase to be granted to 259 of employees of the Department amounting to the sum of $3,741.32 per month or 4% of the total payroll for the year. Commissioner Kidde stated that he felt that the employees of the Department were a very loyal group of men and it is very difficult to keep men of high attainment in highway work unless sufficient encouragement is given them and he further stated that from his study of the increases granted they are fair and are not excessive, and he, therefore, moved the approval of the promotions as recommended by the State Highway Engineer and directed that a copy of this list be appended to the minutes of this meeting, said increases all being subject to the approval of the Civil Service Commission. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, seconded by Mr. Kidde, the rate of Compensation for A. Lee Grover, Secretary, was increased from $400.00 to $450.00 per month.

On motion by Mr. Jelin, seconded by Mr. Kidde, the rate of compensation for E. E. Reed, Assistant State Highway Engineer was increased from $550.00 to $600.00 per month.

Atlantic County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by the Board of Freeholders of Atlantic County to the Union Paving Company of Philadelphia, for the construction of the Absecon Boulevard, with Motor Vehicle Aid work. It was noted that a saving of approximately $225,000 had been effected by the change in specification advocated by the Commissioners.

Monmouth County, Township Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Bangs Avenue, Neptune Township, Monmouth County, Township Aid.

Mercer County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Sullivan Way, Mercer County, Motor Vehicle Aid.

Essex County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Runnymede Road, between Bloomfield Avenue and Roseland Avenue in Caldwell, Essex County, Motor Vehicle Aid work.

Essex County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Prospect Avenue from Bloomfield Avenue to Northfield Road, Essex County Motor Vehicle Aid. In connection with this, Commissioner Kidde suggested that Assistant

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State Highway Engineer Reed make a request that care be taken to see that the handling of through traffic is given proper attention.

Ocean County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Lakewood-New Egypt Road, Section 2, Ocean County, Motor Vehicle Aid.

Morris County Repairs

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Morris County for its maintenance and repair materials and road equipment for 1924.

Bergen County-Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the payment to Bergen County of its entire Motor Vehicle apportionment for 1924, work having been completed by the County. It was noted that Bergern County again headed the list for early completion of repairs.

Salem County, Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment to Salem County of the Carll's Corner Road, first section, Motor Vehicle Aid, less a deduction of $18.24, as shown by core tests.

Sussex County-Township Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Green Township, Sussex County for the Tranquility-Andover Road, township aid work.

Bridgeton-Port Norris Road

There was presented a communication from Mr. Shephard Campbell on the matter of alignment of the Bridgeton-Port Norris Road. There was also presented a report from Assistant State Highway Engineer Reed advising that this road was entirely in the 7% system, but the section in the vicinity of Newport has not yet been approved for Federal Aid by the State Highway Commission, and the question of alignment would have to be taken up with the Engineer of the Bureau of Public Roads. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a reply in accordance with his report be forwarded to Mr. Campbell.

Bergen County-Township Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved award of contract on Clinton Avenue, Franklin Township, Bergen County, Township Aid.

Hunterdon County-Township Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract for Three Bridge Road, Reddington Township, Hunterdon County, Township Aid, the State's share on these contracts being $4,200.00.

Inmate Labor

The State Highway Engineer presented to the Commission a final statement showing the cost of completed work performed by the Department of Institutions and Agencies during the past year. This report was as follows:

FINANCIAL STATEMENT

Construction by Department of Institutions & Agencies

Route #2, Section #5, Bordentown

Value of work as per contract	$211,484.87
Less work to be completed by Maintenance Division	574.58
	$210,910.29
Expenditures and Commitments on above	$240,661.53
Amount due State Highway Commission.	$ 29,751.24

Route 15, Sec. 6, Leesburg Cut-off

Value of work as per contract	$ 59,385.40
Expenditure and Commitments on above	55,567.73
Amount due Department of Institutions & Agencies	$ 3,817.67

Belle Plain Road, Leesburg - Dorchester

Value of work as per agreement	$ 3,880.50
Expenditure and Commitments on above	2,182.00
Amount due Department of Instituritions & Agencies	$ 1,698.50

Recapitulation

Amount due State Highway Commission - Route 2, Sec. 5		$ 29,751.24
Amount due Dept. of Inst. & Agencies Rt.15,Sec.6,	$3,817.67	
" " " " " " " Belle Plain Road	1,698.50	
		5,516.17
Amount to be deducted at rate of $4,000.00 per month from value allowed Department of Institutions & Agencies for construction of Route 4, Sections 23 and 24.		$ 24,235.07

Commissioner Kidde brought our the fact that while there appeared to be a loss to the Department of Institutions & Agencies of $24.235.07, this included the rental of the equipment furnished them by the State Highway Department at a specified rate per day which, if they kept in possession of their own equipment would have cost less [illegible]. The Commissioners questioned the need of charging the rates as included in the accounting. State Highway Engineer Sloan informed the Commission that the Department of Institutions & Agencies was doing satisfactory work on the Toms River-Lakewood section at Toms River which it is now undertaking. On motion by Mr. Kidde, seconded by Mr. Jelin, the report was ordered received and placed on file.

Route 11, Sections 1 and 2.

State Highway Engineer Sloan presented to the Commission a report as to the final cost of completing Route 11, Sections 1 and 2, Main Street, Clifton, on which the State had contracted to lay sheet asphalt surface for $1.75 per yard. From this report it was estimated that the cost by the State for this work would be $1.75 per square yard allowing for a reasonable charge for the hiring of equipment from the Department and in spite of the fact that a much larger quantity of material was placed than called for, due to [illegible] thickness. Commissioner Kidde, therefore, stated that if he received a favorable report from the State Highway Engineer as to the cost of doing the work on Main Street, Clifton, showing that the State had come within the figure even though there was a considerable increase in the thickness of the pavement due to the [illegible] being low, he moved that the County of Passaic be billed for the work done at the contract price stipulated by the State Highway Commission. This was seconded by Mr. Jelin and carried.

Route 1, George St.,
New Brunswick

State Highway Engineer Sloan called attention to the fact that the City authorities of New Brunswick have not yet advertised for the improvement of George Street, and he recommended that notification be furnished to the City to advertise at once. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the City of New Brunswick be advised that in view of the delay in connection with the starting of work on George Street and the grear need of funds for projects of a similar nature throughout the the State, it will be necessary for them to undertake this work and advertise before the 15th day of August of this year in order to hold the funds as allotted for this work.

Township Aid General

State Highway Engineer Sloan presented the applications for Township Aid from the 1924-25 account as received in the office to date, showing a total request of $1,270,881.98 with an amount available of $25,000.00 in each county or a total of $525,000.00. On motion by Mr. Jelin, seconded by Mr. Kidde, a copy of this report was ordered placed in the hands of each Commissioner for investigation and study.

Detour Route 2, Section 6.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following detour for Route 2, Section 6, Burlington-Bridgeboro Section.

"Beginning at the intersection of Route 2 and the River Road, at the Odd Fellow's Cemetery in Burlington, and extending thence in a westerly and southerly direction over the River Road through Edgewater, Beverley and Delanco to Riverside; thence in a southeasterly direction to Route 2 at Bridgeboro."

Detour, Route 11, Section 9.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following official detour for Route 11, Section 9, Washington Avenue, Belleville, while the same is under construction:

"Beginning on Route 11 in the Town of Belleville where the same is intersected by Joralemon St., and runs thence (1) westerly to Joralemon St., to Union A enue; thence (2) northerly on Union Ave. to Center St., thence (3) easterly on Center St. to Route 11."

Detour, Route 5, Section 14.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following official detour for Route 5, Section 14, Morris Avenue, Springfield while the same is under con-

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struction:

"Beginning at the intersection of Mountain Avenue and Flemer St. in Springfield and runs thence (1) over Mountain Avenue to Calor St.; thence (2) over Calor Street to Morris Avenue; thence (3) over Morris Ave. (Route 5) to Millburn Avenue; thence (4) over Millburn Ave. to Springfield Avenue; thence (5) over Springfield Ave. and Seven Bridges Road to Maple Avenue: thence (6) over Maple Ave. to Rt. 5."

Flemington-Frenchtown Road

The Secretary called attention to the fact that no decision was rendered by the Commission at the morning session on the matter of the Flemington-Frenchtown Road contract in Hunterdon County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the contracts be returned to Hunterdon County with the request that this work be re-advertised.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission meeting adjourned at 5:30 P. M., to meet in regular session on Tuesday, July 22nd, at 10:30 A. M.

Chairman Scott informed the Commission that he proposed to be absent on a tour through the West and would be gone from six to eight weeks.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - July 22, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, N. J., on Tuesday, July 22, 1924.

Present:- Messrs. Walter Kidde, Percey H. Stewart and Abraham Jelin.

Absent:- Gen. H. L. Scott, Chairman, on trip to the West.

Commissioner Kidde moved the election of Commissioner Jelin as Chairman pro tem until the next meeting of the State Highway Commission. This was seconded by Mr. Stewart and adopted.

The meeting was called to order by Chairman Jelin at 10:30 A.M.

Two Bridges Bridge
Morris & Essex Co.

The Secretary informed the Commission that a hearing was requested by representatives of the Counties of Essex and Morris and that they were present at this time. On motion, duly seconded a hearing was granted. There appeared Director Ernest Reed of the Board of Freeholders of Essex County with County Engineer Stickel and County Engineer Hopkins of Morris County together with the Chairman of the Bridge Committee of Morris County. Mr. Reed informed the Commission that the counties of Essex and Morris proposed to reconstruct a bridge crossing the Passaic River at Two Bridges. He advised that the Passaic River was the county line and it was necessary for the counties to act jointly in the construction of this bridge. He advised that the traffic over this bridge would be very heavy when the same was reconstructed. County Engineer Stickel advised that the estimate of cost for the structure would be $85,000.00 and aid from the State to the extent of 20% of the cost was requested. On motion by Mr. Stewart, seconded by Mr. Kidde the State Highway Commission directed that Commissioner Kidde make an inspection of the project togehter with the State Highway Engineer and make a report at the next meeting.

Prospect Ave. Essex Co.

Commissioner Kidde inquired concerning the advertisement for Prospect Avenue in Essex County and was advised by Mr. Stickel that advertisement was being held up due to legal matters which must be straightened out in order that the county may proceed with the improvement. He advised, however, that this would not tie the advertisment up for any length of time.

Monmouth County Reimbursement

The Secretary informed the Commission that Senator Stevens and County Engineer Allen of Monmouth County were present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Stevens informed the Commission that he desired to present the matter of reimbursement due to Monmouth County on account of work done on State Highways in Monmouth County under the reimbursement act. He stated that the County desired to retire bonds issued to the extent of $200,000.00 on August 1st, 1924, and asked whether this amount which was due out of the 1924 funds would be on hand for the county. Chairman Jelin informed Senator Stevens that the reimbursement funds as pledged for 1924, were ready, and upon proper audit and approval by the State Highway Engineer, reimbursement would be made to the extent of $200,000.00. Senator Stevens stated that he would take up the matter of interest on these bonds at a later date when the balance of the reimbursement account was presented next year. The Secretary informed Senator Stevens that under an opinion of the Attorney General the State Highway Commission is not liable for interest upon reimbursement moneys on which formal action was given by the State Highway Commission prior to the adoption of the legislation.

Freehold-Smithburg Road;
State Aid-Monmouth Co.

Senator Stevens also took up with the Commission the request as previously made by Monmoutn County for the balance of State Aid which had reverted to the Cancellation Fund from savings on Monmouth County State Aid work, which amount was $3,632.28. He asked that the Commission apply this amount to the credit of the Freehold-Smithburg Road, which was now under construction by the County. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the apportionment of $3,632.28 to the credit of the Freehold-Smithburg Road in Monmouth County.

Old Bridge-Matawan Road, Mon. Co.

Commissioner Jelin inquired as to what progress was being made on the advertisement on the Old Bridge Road in Monmouth County which connects with the Old Bridge-Matawan Road in Middlesex County and was informed that bids would be received by Monmoutnh County on

August 20th.

Reckless Place, Red Bank.

County Engineer Allen, representing the Borough of Red Bank, presented to the Commission the bids received for sheet asphalt on concrete base on Reckless Place in Red Bank. He advised that the lowest bid was in excess of the estimate, but, due to the fact that the job was only 900 ft. in length and the fact that it was too small for a contractor to bring in an asphalt plant he was prepared to recommend that this low bid be approved by the Commission. Chairman Jelin pointed out that $2.60 was the price of the low bidder for sheet asphalt pavement which, in his opinion, was not justifiable. Commissioner Kidde also stated that this price was not a satisfactory one for approval by the State and that the matter should be given consideration before approval. He moved that the matter be held over for later consideration. This was seconded and adopted.

Increases

Chairman Jelin informed the Commission that he had an appointment together with the State Highway Engineer, with the Civil Service Commission to discuss the appointments as made on the Jersey City project and the matter of increases granted to State Highway employees. State Highway Engineer Sloan informed the Commission that in the original list submitted there were two names omitted and he recommended that salary increase be granted to J. Tl Edwards, Maintenance Supervisor from $265.00 to $285.00 per month and to V. J. Loughran from $200.00 to $210.00 per month. On motion by Mr. Kidde, seconded by Mr. Stewart, these recommendations were approved as addenda to the list already forwarded to the Civil Service Commission.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was recessed at 11:30 A. M. in order that Chairman Jelin might attend the conference, and the meeting reconvened at 2:30 P. M., with the same members present as at the morning session.

Chairman Jelin informed the Commission that he, together with Major Sloan, had conferred with the Civil Service Commission and had presented the salary schedule as adopted by the Commission for the ensuing year. He informed the Commission that the Civil Service

Commissioner, after some discussion, adopted, with slight modifications, the entire schedule as submitted. They further recommended that the rate of the Assistant State Highway Engineer be the same as that of the Engineer of Construction, that is $6,900.00 per year and that the rate of the Secretary be made $5,280.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the recommendations as made by the Civil Service Commission for the employees of the State Highway Department be approved and taken as the action of the State Highway Commission superseding the action taken by the State Highway Commission at the last meeting. This action furthermore provided that the salaries of Assistant State Highway Engineer Reed beplaced at the rate of $6,900.00 per year, C. W. Bedwell, Construction Engineer similarly at the rate of $6,900.00 per year, and A. Lee Grover, Secretary, at $5,280.00 per year. Such other changes in grade as were recommended and are necessary in order to comply with the law were likewise ordered.

Reckless Place, Red Bank.

Chairman Jelin inquired whether any action would be taken at this time on the Red Bank request for approval of contract for Reckless Place. State Highway Engineer Sloan advised that there was doubt in his mind as to whether any lower bid could be secured upon re-advertisement with the same specifications, and he recommended that some arrangements be made whereby a separate price could be secured upon the base. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that award of contract by the Borough of Red Bank for Reckless Place be not approved and that the Borough be directed to make up a re-advertisement for this work in such a nature that the sheet asphalt surface may be laid as a separate contract.

Right of Way, Amboy Bridge.

The Secretary presented a communication from Judge Newcorn, Special Attorney on the Amboy Bridge property advising that Justice Kalisch had fixed the rate of compensation for the condemnation Commissioners on the Donnell property at $75.00 per day, making a total of $900.00 for each of the Commissioners instead of $1,800.00 as requested by the condemnation Commissioners before the court. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and placed on file and that bills in the amount ordered be approved for payment.

Attorney General, Communication.

The Secretary presented a communication from the Attorney General advising that due to his vacation, he cannot take up with the Commission the right of way matters as suggested at the last meeting and he advised that he will take the matter up as speedily as possible upon his return. On motion, duly seconded, the communication was ordered received and placed on file.

Route 9, Detours.

The Secretary presented a communication from the North Plainfield Township Committee requesting aid on the Green Brood Road in North Plainfield Township, due to the fact that this road was used in preference to a detour established during the construction of a portion of Route 9. On motion by Mr. Kidde, seconded by Mr. Stewart the State Highway Commission directed that they be advised that the detour as outlined for this section of Route 9 was maintained in proper condition by the State Highway Department and the Commission cannot be held responsible for any other routes or bridges not under its jurisdiction.

Hackensack River Bridge, Route 1.

The Secretary presented a communication from the office of the Secretary of War advising that a hearing will be held on August 20th, 1924, for the purpose of discussing the conditions existing on the Hackensack River and the question of the rebuilding of bridges over the Hackensack River. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Engineer was directed to prepare a brief outlining the situation from the viewpoint of the State Highway Department which could be presented at the hearing before the War Department on August 20th, and have same in shape so that it may be studied by the members of the State Highway Commission prior to that date.

War Department Hearing.

The Secretary presented a communication from W. G. Briggs, official Court Reporter of the United States District Engineer's office, advising that he will prepare copies of the hearing and furnish same for a cost of 37½¢ per sheet for one copy, the hearing estimated to last three days. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that one copy of these proceedings be secured by the Department.

Request for Aid, Stockton-Flemington Road.

The Secretary presented a communication from Delaware Township requesting audience with the State Highway Commission on July 29th in the interest of an application filed for Township Aid on the Stockton-Flemington Road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be referred to Assistant State Highway Engineer Reed and that Delaware Township be notified that the Commission will be glad to have Mr. Reed go over the project and make a report and that their audience be deferred until after such report is prepared.

Advisory Board, Photos.

Commissioner Kidde suggested that the State Highway Engineer ascertain for the State Highway Commission the availability of procuring aeroplane views of the Advisory Board projects in Jersey City and Camden, and he moved that the State Highway Engineer arrange to procure such photographs. This was seconded and adopted.

Right of Way, Route 7, Sec. 2.

Commissioner Jelin reported that since the last meeting he had made an inspection of a number of the properties on Route 7, Section 2, Golf Course-Anderson's Corner and he would recommend approval of the following parcels:-

Par.	13,	from	[illegible]. S. Jelliff and A. G. Jelliff	for	$ 1,654.00
"	12,	"	heirs of James H. Elmer,	"	632.00
"	1,	"	Cyrus L. and Anna E. Low,	"	1,250.00
"	11,	"	Minnie A. Elmer	"	337.50
"	3,	"	Alma P. Tilton,	"	700.00

On motion by Mr. Stewart, seconded by Mr. Kidde, the recommendation of Commissioner Jelin was ordered received and the purchase of affected property was approved.

Commissioner Jelin advised that in connection with the property viewed on Route 7, Section 2, there was presented to him the agreement for Parcels 14 and 17 from Josephine E. and Seabrook H. Ackerman, with the information that they would accept $4,500.00. He informed the Commission that there was a building in the line which must be moved and that this building was in such a dilapidated condition that it would be hazardous to move the same unless there was some provision made for rebuilding the entire structure. He also advised that the tenants are very old and are not willing to have a new structure built for sentimental reasons and he would recommend that an offer be made of $3,000.00 for this property and land and in the event of its not being accepted that the property be condemned. Commissioner Stewart moved the adoption of his recommendation which was seconded by Mr. Kidde and adopted.

State Highway Engineer Sloan next presented a schedule of business together with his recommendations on all of the items as follows:

Passaic River Bridge, Route 1.

The following bids were presented on repairs to three timber fenders on the Passaic River Bridge on Route 1, Lincoln Highway Section.

Allen N. Sponner & Son, New York	$ 12,220.00
General Cont. & Eng. Co. " "	13,809.00
Geo. W. Rogers Cont. Co. " "	14,000.00
Frederick Snare Corp. " "	14,200.00
Stillman, Dehehanty, Ferr Co.	16,933.00
Linde-Griffith Co. Newark	19,500.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:-

> RESOLVED, that the State Highway Commission does hereby make award of contract for the placing of three timber fenders on the Passaic River Bridge on Route 1, to Allen N. Spooner of New York, at the lowest bid received in the amount of $12,220, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 5, Section 14.

There were presented the following bids received on July 21st for the construction of Route 5, Section 14, Morris Avenue, Springfield:

Ralph Sangiovanni, Newark	$49,085.35
J. F. Chapman & Son, Hillside	53,732.30
C. H. Winans Co., Elizabeth	55,454.80
Weldon Cont. Co., Westfield	60,149.85
Graham VanKeuren, Jersey City	60,768.40

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:-

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RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 5, Section 14, Morris Avenue Springfield, to Ralph Sangiovanni of Newark, N. J., at his the lowest bid received in the amount of $49,088.35, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Right of Way, Route 7, Section 2.

On motin by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following property on Route 7, Section 2, Golf Course-Anderson's Corner section:

Parcel 9-O from Fred Quass for the consideration of $ 160.00
Parcel 9-V from David R. Cameron, " 175.00

Right of Way, Route 5, Sec. 12.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the revised purchase agreement for parcel 8 on Route 5, Section 12, Netcong-Canal Culvert Section from Paul and Annie Romano for the consideration of $1,500.00, this agreement replacing one approved heretofor in the sum of $[illegible].00 due to revision of plans.

Right of Way, Route 8.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 8 at the Mountain View Grade Crossing Elimination:

Par.	19,	Julia Mulhall,	consideration	$ 350.00
"	20,	Richard Huck,	"	100.00
"	21,	Jas. H. Van Duyne,	"	1600.00
"	18,	Wm. G. & Hazel J. Hurt,	"	50.00

Right of Way, Route 6, Section 13.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel 5 on Route 6, section 13, from Samuel V. and Anna C. Davis for the consideration of $4,500.00.

Legislation.

Commissioner Kidde informed the Commission that he believed some measure should be taken in the next session of the Legislature whereby the State could claim that there were benefits accruing to properties where new highways are opened throughout the State.

Route 7, Section 2, Right of Way.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the condemnation of the following properties on Route 7, Section 2, Golf Course-Anderson's Corner in view of the fact that no replies have been received to offers made by registered mail under date of June 20, 1924.

Par. 9-D,	Emil Carlson, et als,	amount	offered	$ 80.00
" 9-K,	J. A. Quimet, et als,	"	"	30.00
" 9-X,	Jos. St. Amand, et als,	"	"	350.00
" 9-Y,	Arthur Daniel, et als,	"	"	5.00

Route 4, Morgan Grade Crossing. Right of Way.

Commissioner Jelin reported that owners of property by the name of Whitehead along the line of Route 4 at Morgan, had erected a building on the road even though surveyor's stakes were placed for the line of the highway and stated that this owner would probably seek damages for the property erected. The Secretary informed the Commission that where a highway has already been laid out, any buildings that are erected by adjacent owners are erected with full knowledge of the existing conditions.

Right of Way, Route 8.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the sum of $1,800.00 be offered to Joseph Rigets for Parcel 7, on Route 8 at the Mountain View Grade Crossing Elimination and in the event same is rejected that condemnation be instituted.

Ocean City Bridge Bulkheads.

State Highway Engineer Sloan reported that the Atlantic City & Shore Railroad which has tracks adjacent to the embankment on the Ocean City Bridge Road, is desirous of replacing 850 feet of its trestle with a sand fill, whcih will extend over to the embankments carrying the Highway. He advised that at the present time the State finds it necessary to maintain a timber bulkhead along the foot of its fill to protect the embankments from washing out and the bulkhead is in line for immediate reconstruction at an estimated cost of $9,677.00. He advised that the railroad company would be willing to permit the construction of the bulkhead outside of their fill at the time their company places its fill in the place of the existing trestle and estimates the cost of the bulkhead to be $7,125.00. He recommended to the Commission that an offer of $7,125.00 be made to the Railroad Company on account of which they are to construct and maintain the

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bulkhead and sand fill in the future. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an agreement be made with the Railroad Company as recommended by the State Highway Engineer, work to be done to the satisfaction of the State Highway Department and pavement to be made when same is accomplished with the understanding that the future maintenance of the bulkhead and fill will be assumed by the Railroad Company without expense to the State.

North Branch Bridge
Route 9, Sec. 8, Sub-letting.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the sub-letting of the following work on the North Branch Bridge, Route 9. Section :

Steel work to the Bethlehem Steel Company; pile driving to Anderson & Wheeler.

Route 9, Federal Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the project agreement as prepared for the Bridge and approaches over the North Branch of the Raritan River on Route 9 known as Federal Aid Project 34, Section "C".

Township Aid Transfer,
Monmouth County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of $3,000.00 from the Allenwood-Lakewood Road to the Ramshorn Road, both in Wall Township, Monmouth County Township Aid.

Gloucester County,
Maintenance Materials.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contracts as made by Gloucester County for slow curing oil to the Headley Good Roads Co., of Philadelphia, at 0.099 per gallon and for lignin binder to E. L. Lantz of Trenton, New Jersey at 0.1025 per gallon.

Gloucester County, M. V. Aid.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Gloucester County for portions of the Woodbury-Swedesboro Road in Gloucester County, Motor Vehicle Aid work, to the Union Paving Company of Philadelphia.

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East Front Street, Plainfield. Bids rejected.

State Highway Engineer Sloan presented to the Commission a report of bids received by Union County for East Front Street, Plainfield, in which all of the bids were rejected because of the fact that one bid was not formal, and that it was found that bid would have been lower than the lowest bid submitted. Bids will again be received on August 5th, 1924.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the rejection of all bids on East Front Street, Plainfield, Union County, and the readvertisement of same.

Cumberland County-Township Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Back Neck Road, Fairfield Township, Cumberland County, Township Aid.

Sussex County, M. V. Aid.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on the Newton-Stanhope Road, Section 3 -A, Essex County, Motor Vehicle Aid work.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following employments as made by the State Highway Engineer since the last meeting of the Commission:

June	17,	1924	-J. D. Barracliff,	Motor	Truck	Driver	.40	Hr.
"	23,	"	-Chas. L. Doremus,	"	"	"	.45	"
"	26,	"	-Earl Corliss.	"	"	"	.40	"
"	30,	"	-Hervert James,	"	"	"	.40	"
"	30,	"	-Asher Cole,	"	"	"	.40	
July	1,	"	-Edward Hazel,	"	"	"	.40	"
"	2,	"	-James Pettit,	"	"	"	.40	"
"	2,	"	-Albertus Couch,	"	"	"	.40	"
"	7,	"	-Lawrence Smith,	"	"	"	.40	"
"	7,	"	-Harry Levenweight,	"	"	"	.40	"
"	7,	"	-Oscar Morris,	"	"	"	.40	"
"	14,	"	-Louis Shepper.	"	"	"	.40	"
"	14,	"	-George Chambers,	"	"	"	[illegible]	"
"	23,	"	-Chas. Van Schoics,	"	"	"	.40	"

Route 12, Sec. 5. Warren County

State Highway Engineer Sloan reported to the Commission that the Federal Government will not make payment of an amount due on account of Federal Aid Project 32 - C known as Route 12, Section 5,

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in Warren County, due to the fact that this work was completed by the County under the reimbursement plan and there was no extension of time given beyond July 1, 1922. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time on Route 12, Section 5, from July 1, 1922, to November 19, 1923.

Route 15, Section 6.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of the completed work on Route 15, Section 6, Leesburg Cut-off, same having been completed as of July 28, 1924, work having been done by the Department of Institutions and Agencies.

1924 Maintenance Program.

Commissioner Kidde moved that the Maintenance Division prepare a report of the progress made during the year 1924 and that a copy of the same be forwarded to each Commissioner. This was seconded by Mr. Stewart and adopted.

Route 1

Lake Street Bridge, Metuchen

Mr. Stewart inquired concerning the construction of the Lake Street Bridge, Metuchen, and was advised that the railroad company was now receiving bids upon this improvement.

Amboy Bridge

State Highway Engineer Sloan requested the approval of the Commission to the placing of timber platforms for supporting the concrete footings on piers 17 to 25 on the Perth Amboy Bridge at a cost of approximately $650.00 per pier. On motion by Mr. Stewart seconded by Mr. Kidde, the State Highway Commission authorized such timber platforms as are necessary to be constructed on the Amboy Bridge.

Cedar Bonnet Bridge over Manahawken Bay.

State Highway Engineer Sloan informed the Commission that he recommends again advertising for bids on the Cedar Bonnet Bridge over the Manahawken Bay and recommended to the Commission that a trunion type bascule bridge with a 30' roadway be constructed at the present time. He recommended further that authorization be given for readvertisement. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the readvertisement for Cedar Bonnet Bridge for a trunion type bascule bridge with a 30' roadway and that an extension of permit be applied for from the War Department for the replacing of this bridge.

George Street, New Brunswick -

State Highway Engineer Sloan informed the Commission that he had received information from Middlesex County to the effect that bids were received on the improvement of George Street, New Brunswick, the lowest bid being by the Utility Construction Company, and requesting as whether the award would be approved by the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Stewart the State Highway Commission directed that the Middlesex County authorities be notified that the Commission will approve award when same is properly presented for the improvement of George Street, New Brunswick.

On motion by Mr. Kidde, seconded by Mr. Stewart, Chairman Jelin was authorized to sign for the Commission all contracts, payments and other papers required to be executed until the next meeting of the Commission, due to the absence of Chairman Scott who is outside the State.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned at 5:00 P. M. to meet again on August 5th, 1924, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - August 5, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, August 5, 1924.

Present : Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Absent: Chairman Hugh L. Scott on trip to the West.

Commissioner Kidde moved the election of Commissioner Jelin as Chairman pro tempore. This was seconded by Mr. Stewart and adopted. Chairman Jelin called the meeting to order at 10:30 A. M.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting held June 18th and he moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting held June 24th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting held July 3d and recommended that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting held July 15th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Church Road, Burlington County

The Secretary informed the Commission that a delegation from the County of Burlington was present concerning road improvement in that County. On motion, duly seconded, a hearing was granted. Senator Roberts of Burlington County and Director Stout of the Burlington County Board of Freeholders, and about fifty citizens of Burlington County, appeared before the Commission, Mr. Roberts, acting as spokesman, advised that the delegation was present in behalf of Church Road in Burlington County which is on a direct line from Camden to seashore points such as Barnegat, Bayhead, and Atlantic City, He advised that this entire line was now improved with the exception of about eight and one-half miles in the middle part from Merchantville to Coltstown. Mr. Roberts advised that a portion of this route was already legislated into the State Highway System by a former legislature; he further advised the Commission that the construction of this road would open up an outlet to a very flourishing farming district and at the same time would furnish relief to the congestion existing on the White Horse Pike. State Highway Engineer Sloan informed the Commission that the so-called "Mathis Highway" is directly above this line and, would, when constructed, satisfy the needs of this part of New Jersey. Senator Roberts explained that his proposition was legislated as a State Highway for the purpose of taking the traffic from the Palmyra Ferry over to the seashore without necessitating it traveling over the White Horse Pike, running from Route #2 at Five Points by way of Moorestown, Evesboro to Cross Roads, to Medford and to Route #3 at Hammonton with a spur at Evesboro to Merchantville and would form the shortest route to Island Heights and Seaside Park, etc.

Commissioner Kidde outlined for the visiting delegation the needs of the State with respect to State Highways and the necessity for additional funds before any more State Highways could be taken over for construction. Mr. W. J. Buzby, of Atlantic City, was present at the meeting and stated that this route was very important, it being an air line from Camden or Merchantville to Barnegat and he believed the State would be warrented in giving aid to Burlington County in the construction of this road. Mr. Stout of Burlington County Board of Freeholders informed the Commission that estimates were prepared for the eight and one-half miles of improvement necessary and an 18 foot bituminous macadam road could be constructed for $12,000 per mile and a 20 foot road for $15,000 per mile, while if the present macadam was scraped and a sheet asphalt top placed thereon the cost would be $27,000 for an 18 foot road and $30,000 for a 20 foot road. Mr. Stout stated that he believed that a 20 foot road of penetration macadam would take care of the needs of this section for a number of years. Commissioner Stewart inquired whether Burlington County was prepared with any proposition as to this work. Mr. Stout advised that it was desired to first obtain favorable consideration for this improvement from the State. Chairman Jelin then asked that the Freeholders consider what improvement can be made on this road and prepare a proposition to be submitted to the State Highway Commission.

New Lisbon-Four Mile Colony Road

State Highway Engineer Sloan requested the Commission to give consideration to the matter of the New Lisbon-Four Mile Colony Road which was constructed by appropriations from the legislature to the Department of Institutions & Agencies, the County of Burlington and the State Highway Commission. He advised that Burlington County was unwilling to take this road over as a county road unless the same was put in proper shape and oiled. He recommended to the Commission that the cost of this oiling, which is $4,000, be allotted to Burlington County for use on County roads, the county to take over the New Lisbon-Four Mile Colony road and maintain it in the future. Director Stout of the Burlington County Board of Freeholders informed the Commission that Burlington County would be agreeable to the taking over of the New Lisbon-Four Mile Colony Road if the special allotment of $4,000 was granted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the allotment of $4,000 to the County of Burlington to be applied to schedule of repairs providing proper resolution will be passed by the Burlington County Board of Freeholders taking over the New Lisbon-Four Mile Colony Road and maintaining it in the future.

White Horse Pike Widening

The Secretary informed the Commission that Mr. Walter J. Buzby of Atlantic City was present and requested a hearing. On motion, duly seconded, a hearing was granted. Mr. Buzby stated that he appeared as representing one of the largest tax-payers in Atlantic County and advised that there was great concern among the tax-payers of Atlantic County over the fact that in the proposed widening of the White Horse Pike, it would be necessary to remove very many trees lining both sides of the White Horse Pike in the vicinity of Hammonton. He proposed to the Commission that consideration be given to a new line for route #3 at Hammonton, beginning at Elm and swinging through Bellevue Avenue in Hammonton, thus creating another line for traffic which is on a direct line with the White Horse Pike. State Highway Engineer Sloan informed the Commission that this line which was suggested should be for one-way traffic only and the fact that the line proposed was through a built up section would make it impossible to maintain it for one-way traffic, and, therefore, the effectiveness of this construction would be lost. A general discussion took place as to what means might be adopted for the saving of the trees along the White Horse Pike near Hammonton, and the State Highway Engineer informed the Commission that if a roadway was constructed on the other side of the trees it would involve an additional expense of $100,000.00 for right of way and construction. Commissioner Kidde inquired whether the County of Atlantic would be willing to share in the cost of such a proposition. Mr. Buzby stated that he would be glad to take this matter up with the Freeholders of Atlantic County and ascertain what proposition they could make. Chairman Jelin informed Mr. Buzby that careful consideration would be given to the question of saving the trees on the White Horse Pike and the Engineering Department would make an immediate investigation in view of the fact that advertisement has already been placed for the widening of this road between Hammonton and Absecon on one side for a width of 10 feet.

Route #3, Widening

In the above connection the Secretary presented a communication from the Woman's Civic Club of Hammonton, offering suggestions toward solving the traffic difficulties at Hammonton and for the purpose of conserving the trees. The suggestions were that all roadside market stands and garages be moved far enough back to allow parking entirely off the 30 foot roadway; secondly, that 5½ ft. on each side of the present State Highway be widened, and thirdly, that traffic through Hammonton be taken care of by construction a road from Elm by way of Third Street connection with Route #3 by way of Egg Harbor Road at DaCosta; and further suggesting that another line of travel such as the Black Horse Pike be given immediate attention. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Township Aid, Camden County

The Secretary informed the Commission that J. J. Albertson, County Engineer of Camden County and Engineer for Clementon Township, Camden County was present concerning the Clementon-Erial Road application which is in the Township Aid schedule for Camden County. Assistand State Highway Engineer Reed informed the Commission that this road was on the schedule and was recommended for aid from the State to the amount of $6,200.00, which is only part of the total of $9,000.00, requested, but on account of the large number of requests from Camden County it was felt that this was all that could be appropriated at this time. Mr. Albertson advised that the total cost of the improvement was $12,000.00 and the amount requested from the State was $9,000.00, but if the State could not appropriate any more than $6,200.00 such of the improvement as could be undertaken with this amount would be accomplished with the expectation that additional funds may be secured in the next year to complete the work. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission authorized the allotment to Clementon Township of $6,200.00 for the Clementon-Erial Road and also approved plans and specifications for this improvement.

Sussex County—Motor Vehicle Aid Request

The Secretary informed the Commission that Hon. H. T. Kays, County Counsel for Sussex County, together with County Engineer Snook were present and desired a hearing. On motion, duly seconded, a hearing was granted. Judge Kays informed the Commission that the County of Sussex has exceeded its Motor Vehicle allotment of funds and is involved in the construction of the Newton-Stanhope Road necessitating a request for additional Motor Vehicle funds from the State. He requested that the County be permitted to use the sum of $10,000.00 under the provisions of Chapter 10, Laws of 1919, said amount to be charged against the years 1925-1926. Commissioner Kidde inquired as to how closely the County had adhered to its Motor Vehicle schedule for 1924 and he was presented with a statement by County Engineer Snook showing the amount estimated to be spent and the actual expenditure on each of the county roads. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission authorized the County of Sussex to make an expenditure of $10,000.00 under the provisions of Chapter 10, of the Laws of 1919, said amount to be funded from the 1925 and 1926 Motor Vehicle apportionment to Sussex County.

Sussex-Port Jervis Road, Sussex County.

Commissioner Kidde inquired of County Engineer Snook as to what progress was being made on the Sussex-Port Jervis Road and was advised that surveyors are now studying the various lines with the purpose of endeavoring to reduce the grades on this roadway. State Highway Engineer Sloan informed the Commission that he had inspected the line of this road with a view to securing the maximum of 7% on grades.

Sparta-Woodport Road

County Engineer Snook presented to the Commission plans and specifications for the Sparta-Woodport Road in Sussex County and requested approval of the same. On motion by Mr. Kidde, seconded by Mr. Stewart, these plans were referred to the State Highway Engineer for investigation and report later in the day.

Burlington County-Township Aid Request

The Secretary informed the Commission that Mr. E. H. Bilmaier of Burlington County was present concerning Township Aid in Burlington County. On motion, duly seconded, a hearing was granted. Mr. Bilmaier advised that he appeared in reference to the road from Medford to Taunton which it was desired to improve with gravel by Medford Township and for which application was on file in the State Highway Department. Assistant State Highway Engineer Reed informed the Commission that there were projects in Burlington County of greater importance than this road, on which all of the funds for Burlington County township aid were allotted. The Chairman requested Mr. Bilmaier to renew his application in the next year and that the Commission would give favorable consideration to this work.

Gold Star Highway Route

The Secretary presented a communication from Governor Silzer inclosing a letter from Mrs. F. DeGarmo suggesting that there be laid out in New Jersey, a Highway Route to be known as Gold Star route in honor of the Gold Star Mothers of the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that the State Highway Commission expresses itself as being favorable to the designation of some through route such as Route #1 or Route #9 in honor of the Gold Star Mothers of the State and if a route is recommended for such designation the same will receive favorable consideration from the State Highway Commission.

Essex County Road Supervisor

The Secretary presented a communication from the Attorney General advising that the State Highway Commission is protected and justified in accepting the signature of Mr. Wm. A. Stickel, County Supervisor of Roads of Essex County, who is also acting in the capacity of County Engineer. On motion, duly seconded, the communication was ordered received and placed on file.

Kearny Viaduct

The Secretary presented a communication from A. B. Archibold, Mayor of Kearny, in which he advised that the town of Kearny contemplated the building of a viaduct from Jacobus Avenue connecting with Lincoln Highway Route #1 and will then cross in a northerly direction the railroad tracks lying between the points of entrance and ending at the Harrison Turnpike in the town of Kearny. He advised that in view of the fact that it will connect the Lincoln Highway with the Harrison Turnpike the State Highway Commission should be interested in granting aid in the improvement. Commissioner Kidde advised that within the last week he had studied this viaduct situation in Kearny from the papers given to him by the Commission some time ago, and he suggested that the Commission express interest in final suggestions for such a viaduct and the plans for carrying the improvement to completion, but at the present time there are no funds from which aid could be granted by the State, and he moved that such advice be forwarded to Mayor Archibold. This was seconded by Mr. Stewart and adopted.

Advisory Board, Jersey City

The Secretary presented a communication from Mr. A. Mackray of Jersey City making application as expert appraiser for real estate in Jersey City and the County of Hudson, in connection with the proposed State Highway project through Jersey City. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Passaic Co. ~~Detours~~, Request for Aid

The Secretary presented a communication from West Milford Township, Passaic County, requesting the repair of a road at Newfoundland, used as a detour during the building of a new State Highway and Bridge at Newfoundland. State Highway Engineer Sloan informed the Commission that an official detour was established for this section but did not include this particular road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that West Milford Township be advised that the Commission cannot grant aid on any roads which have not been officially designated as detours by the State.

East Main Street, Boonton

The Secretary presented a resolution from the Board of Freeholders of Morris County advising of the completion of East Main Street, Boonton, and requesting payment of the State's allotment on this work. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed final papers to be referred to Commissioner Kidde in order that he might make inspection before final acceptance by the State.

Invitation

The Secretary informed the Commission that an invitation has been extended to the State Highway Commission by the residents of Long Beach, New Jersey, through State Treasurer Read, to visit Long Beach and be the guests of the community at dinner on some Saturday during the month of August. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the invitation be accepted on behalf of such Commissioners as could attend the dinner.

Reckless Place, Red Bank

Commissioner Jelin reported that since the last meeting of the Commission he had received an invitation from the residents of Reckless Place in Red Bank to appear in Red Bank on the matter of the action taken by the State Highway Commission in refusing to approve award of contract for the construction of Reckless Place, due to the fact that surface pavement cost was entirely too high. He advised that he had visited Red Bank together with Assistant State Highway Engineer Reed and had explained the position of the State Highway Commission in the matter and had assured the residents that if they desired they could award a contract for the concrete base, but the State Highway Commission would not approve the price for asphalt pavement beyond $2.00 per square yard, and if such a price could not be obtained the State Highway Commission would undertake the work within such price. He informed the Commission that the residents were pleased with the explanations given and his latest report was to the effect that the entire work had been readvertised by the Borough. On motion, duly seconded, the report was ordered received.

Bridge at Two Bridges

The Secretary informed the Commission that Mr. C. S. Wandling of Morris County was a visitor at the offices of the Commission during the week with two other gentlemen and strenuously opposed the proposition offered by Morris and Essex counties for a bridge at Two Bridges, since he stated this entirely eliminated the Borough of Lincoln Park from the highway.

Route #10, Bluff Road

The Secretary presented to the Commission a deed to be signed for the return of property of I. B. Sinis on Route #10, Section #1-B, Bluff Road Section, she having paid to the State the sum of money originally paid for the property on this section. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that payment be accepted and that proper deed be duly executed and delivered on behalf of the State Highway Commission and the State of

New Jersey. In connection with this, Commissioner Kidde advised that during the past week he had made an inspection of that section of the State in the vicinity of Bluff Road and he had noted the fact that the owners adjoining the land of the State on Route #10 were taking care of the entire property and to all appearances there was nothing to indicate that the property was not that of the owners of the entire tract. He suggested that some means be taken by the State to give notice to all those in the vicinity that certain portions of the property is that of the State of New Jersey, and he moved that the State Highway Engineer be instructed to take such steps as he deems proper for the purpose of marking the property owned by the State on Bluff Road in such a manner as will be apparent to local people and the traveling public, that the property is that of the State.

The State Highway Engineer next presented a schedule of business with his recommendations as follows:

Route #8, Section #1

The following bids were presented for the construction of the Pompton River Bridge on Route #8, Section #1 at M.P. 9.1 and it was recommended that an award be made to the low bidder, James Mitchell Inc. for $109,543.00.

James Mitchell, Inc..............................	$ 109,543.00
Brann & Stewart Co............................	117,000.00
Dover Boiler Works............................	123,648.00
Michael Staub & Kolyn Const. Co.............	129,900.00
T. M. Gibbs Const. Co..........................	129,990.00
Tuller Construction Co.........................	131,290.00
Thomas Sheahan................................	134,581.13
Linde & Griffith.................................	136,900.00
Arnolt-More, Inc.................................	137,000.00
L. J. Sieling.......................................	146,600.00
Tunnel Const. Corp.............................	147,890.00
William Baker.....................................	168,010.00
Gotham Const. Co...............................	179,000.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Pompton River Bridge at M. P. 9.1 on Route #8, Section #1, to James Mitchell, Inc. at their's the lowest bid received in the amount of $109,543.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

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Route #11, Section #9

The following bids were received on July 28th for the construction of Route #11, Section #9, Washington Avenue, Belleville, and it was recommended that award of contract be made to the low bidder, Standard Bitulithic Co. for $335,912.90.

Standard Bitulithic Co.	$ 335,912.90
Jannarone Cont. Co.	367,029.15
O'Gara Const. Co.	387,169.90
Hudson Paving Co.	415,013.43
Public Service Production Co.	428,081.55
J. B. Gilligan-Casey Co.	433,411.60

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #11, Section #9, Washington Avenue, Belleville, to Standard Bitulithic Co. at their's the lowest bid in the sum of $335,912.90, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Amboy Bridge

State Highway Engineer Sloan presented to the Commission a proposed change in plan for the construction of abutment on the Amboy Bridge in order that the pressure of the mud would not be directly against the abutment. He advised that the additional expense would be in the neighborhood of $15,000.00 or $20,000.00, and he recommended that from an engineering standpoint such a change would be very desirable although the abutment as originally laid out in the plans would serve satisfactorily but would be subject to a movement on account of the great pressure of the water and mud. Commissioner Kidde stated that he believed that the recommendation was a very good one and could be considered very definitely as one of the contingencies resulting from the actual construction work since it would not be foreseen at the time the plans were drawn, and he moved that a redesign of abutment as presented by the State Highway Engineer be approved in accordance with his recommendations. This was seconded by Mr. Stewart and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission recessed for luncheon at 1:00 P. M., to meet in regular session again at 2:30 P. M. The Commission reconvened at 2:30 P. M., as agreed with the same members present as at the morning session.

Route #10, Section #2A

Commissioner Kidde reported the inspection of Route #10, Section #2A, Broad Avenue, Ridgefield and moved final acceptance by the State. This was seconded by Mr. Stewart and adopted.

Route #8, Section #2

Commissioner Kidde reported the inspection of the completed work on Route #8, Section #2, Montclair-Verona Section, and moved that the same be accepted on the part of the State. This was seconded by Mr. Stewart and adopted.

Signals (Traffic)

In connection with the work on the Montclair-Verona Section, Commissioner Kidde stated that the local authorities of Verona have placed traffic signals in the roadway in such a manner as to cause a dangerous traffic condition and he pointed out that there is now existing a point of collision due to this division of traffic by these signals, and he moved that the Mayor of Verona be notified that the State Highway Commission considers the traffic signals as placed at present to be a menace to traffic and would request that these signals be removed.

Route #3, Section #12

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving plans and specifications and ordering advertisement for Rt. #3, Section #12, Egg Harbor-Hammonton Section widening.

Route #3, Section #13

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving plans and specifications and ordering advertisement for Route #3, Section #13, Egg Harbor-Absecon Section widening.

Route #14, Section #10

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving plans and specifications and ordering advertisement for Rt. #14, Section #10, Seaville-Petersburg Section.

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Route #14, Section #11

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving plans and specifications and ordering advertisement for Route #1~~0~~4, Section #11, Petersburg-Tuckahoe Section.

Route #5, Section #13

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ratified the action of the State Highway Engineer in approving plans and specifications and ordering advertisement for Rt. #5, Section #13, Budd Lake-Netcong paving.

Route #4, Inland Waterway Bridge, Extension of Time

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed approval of extension of time for thirty days on Route #4, Inland Waterway Bridge, to S. S. Thompson Co. Inc.

Route #9, Section #12 & #15

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of agreements with the Town of West~~ville~~field for extra work to be done in connection with the contracts for Route #9, Sections #12 & #15.

Route #7, Section #2, Right of Way

State Highway Engineer Sloan requested of the Commission the reconsideration of the action taken in the case of Josephine Ackerman property on Route #7, Section #2. He informed the Commission that on investigation it was determined that condemnation would not give immediate access to this property and that delays to the contractor would result in greater loss to the Commission than was involved in the difference in price asked by Mrs. Ackerman for her homestead, and he recommended that the amount of the purchase agreement, namely, $4,500.00 be authorized for payment and that the property be acquired. Chairman Jelin stated that he was fully aware of the situation and it would be more expedient to permit the contractor to proceed than to hold up the work on account of condemnation proceedings. Commissioner Stewart, therefore, moved that the Ackerman property on Route #7, Sec. #2, be acquired for the State for the sum of $4,500.00. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #14 on Route #4, Morgan Grade Crossing Elimination from Kate & Wm. A. Hendrickson for the sum of $100.00.

Right of Way, Route 5, Sec. 12.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 5, Section 12, Netcong-Canal Culvert Section.

Parcel	#34A,	Samuel Johnson et ux,	consideration	$ 1.00
"	#39,	Geo. W. Kling,	"	$ 1.00

Right of Way, Rt. #7, Sec. #2

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route #7, Section #2, Anderson's Corner-Golf Course Section.

Parcel	#9-G,	Joseph Quenneville,	consideration	$ 180.00
"	#9-T,	Jos. J. Nolan,	"	175.00
"	#9-BB,	Geo. E. Salter,	"	35.00

Right of Way, Route #8

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route #8 at the Mountain View Grade Crossing Elimination:

Parcel	#4 & #4A,	Edw. W. Soars,	consideration	$ 9,300.00
"	#16	Bailey & Winters,	"	115.00
"	#19	VanNess Lumber Co.	"	3,500.00

Right of Way, Rt. #8, Sec. #1

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #6-A on Route #8, Section #1, at Bridge at M. P. 9.1 from the Tourists Co-operative Club of America, for the consideration of $1, 064.00.

Right of Way, Rt. #3, Sec. #11.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #2 on Route #3, Sec. #11, White Horse Pike Widening, from John Hoggan for the sum of $500.00.

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Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route #4, South Amboy-Morgan Section.

Parcel #10,	James W. Mercer,	consideration	$400.00
" #11,	Patrick F. Kenah.	"	150.00
" #12,	Mary E. & Wm. J. Marr,	"	400.00

Right of Way, Rt. #8, Bridge at M. P. 9.1

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a formal offer of $1,000.00 for Parcel #5-A, on Route #8 at M. P. 9.1 be made to Wm. Foran and H. Germain, for property required in connection with the construction of the Pompton River Bridge, and in the event of refusal to accept the same that condemnation proceedings be instituted.

Right of Way, Route #8, Mt. View

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $1,000.00 be made to George W. and Evelyn J. Sherman for Parcel #9 on Route #8 at the Mountain View Grade Crossing Elimination, and in the event of refusal to accept that condemnation proceedings be instituted.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $1,000.00 be made to L. G. Parish on Route #8, Mt. View Grade Crossing Elimination, for Parcel #17, and in the event of failure to accept that condemnation proceedings be instituted.

Right of Way, Amboy Bridge

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $274.00 be made to the Estate of W. S. Whitworth for Parcel #6 on Route #4, Amboy Bridge approach, and that condemnation proceedings be instituted, in view of the fact that the ownership of the property is complicated by the great number of heirs involved.

Route #6, Section #1~~1~~2

State Highway Engineer Sloan presented to the Commission the matter of acceptance of work on Route #6, Section #~~11~~12, East Commerce Street, Bridgeton. He informed the Commission that this work was completed prior to the taking of office by the present State Highway Commission. He presented a communication from Mr. J. C. Remington, City Engineer of Bridgeton, advising of the controversy in connection with the construction of Route #6, Section #12 and the improvement of the trolley track area on this roadway. He advised that it was first determined to complete the roadway with the elimination of the tracks. However, at the time final plans were prepared it was desired to consider the tracks as part of the pavement. When the work was in its preliminary stages the question of tracks was again up and it was determined to eliminate the header curb which was to be constructed on either side of the ties. The final outcome of the proposition was to the effect that when the trolley tracks were put in the tracks were elevated above the pavement on each side in several places and the city was desirous of having the work accepted on the part of the State. State Highway Engineer Sloan informed the Commission that when the present State Highway Commission took up this matter for consideration, directions were issued that the grade of the tracks be lowered to conform to the established grade of the pavement prior to the acceptance of the work by the State. He informed the Commission that the State Highway Department was not interested in the cost of the work at the trolley tracks since it was to share only in the cost of eleven feet of pavement on each side of the trolley tracks. Commissioner Kidde ~~stated that~~ asked if there was ~~no~~ a reason why the grade of the tracks should not be made to conform to the grade of the roadway. State Highway Engineer Sloan informed the Commission that the only other alternative would be for sufficient asphalt to be placed to make a satisfactory grade between the street and the tracks. Commissioner Stewart inquired as to whether there was inspection on this work by State forces, and he was informed by State Highway Engineer Sloan that there was a cessation of work during the winter and the city authorities were to notify the State Highway Department when work would be resumed . When such notification was given it was found the tracks had already been placed. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the attention of the local authorities of Bridgeton be directed to the action taken by the State Highway Commission at its previous meeting and that they be notified that it will be agreeable to the State Highway Commission that the results to be obtained be secured either by the lowering of the grade of the tracks or by the using of additional asphalt material.

Main Street, Metuchen

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved cooperation with the Borough of Metuchen for work to be done to the intersection of Main street and Middlesex Ave. on Route #1 for the construction of a new catch basin and the installation of approximately 16 ft. of eight inch vitrious pipe, to be carried out at the expense of the State Highway Commission and all other work to be done at the expense of the Borough of Metuchen subject to approval by the State Highway Commission.

Route #5, Sec. #14, Essex Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of agreements to be entered into with the Township of Springfield for additional work to be performed in connection with the improvement of Route #5, Section #14, through Springfield in Essex County.

Route 6 - Fenwick Creek Bridge-Lighting

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of agreement between the city of Salem, the Township of Mannington and the State Highway Commission for the lighting of the Fenwick Creek Bridge by the City of Salem and the Township of Mannington for a period of five years.

Route #6, Relief Sewer

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an agreement with the Penn. Railroad for the construction of a relief sewer on Route #6 at Gloucester across the railroad property and its tracks, said work to be done at the expense of the State Highway Commission due to bad drainage existing on Route #6 at that point.

Maintenance Division Report

Commissioner Kidde called attention to the report of the Maintenance Division as forwarded to each Commissioner after the last meeting of the Commission and he expressed satisfaction with the report and moved that the same be ordered received and approved as mailed. This was seconded by Mr. Stewart and adopted.

State Highway Exhibit

The Secretary presented a communication from Dr. J. G. Lipman, Director of the Agricultural Experiment Station at New Brunswick, advising that the National Grange is to hold a convention at Atlantic City about the middle of November and requesting that the State Highway Commission arrange an exhibit at that time. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the regular exhibit of the State Highway Department be authorized for use at the convention of the National Grange in Atlantic City about the middle of November, at the expense of the State Highway Department.

State Highway Equipment

The Secretary presented a communication from Dr. Lipman requesting the loan of two trucks in order that the Agricultural Farm might purchase slag at a saving of possibly $500.00 by the use of these trucks. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the loan of two trucks to the New Jersey Agricultural Farm and to be returned in as good condition as when turned over by the State.

Experimental Road Construction

The Secretary presented a communication from Dr. J. G. Lipman, requesting ~~whether~~ the State Highway Commission ~~could~~ to undertake some experimental road construction at the College Farm, in view of the fact that the Farm is greatly in need of improved road facilities and could cooperate with the State in such experimental work. State Highway Engineer Sloan informed the Commission that it would be very desirable to undertake experimental road work, but the amount of improvement necessary on the College Farm would not justify an expenditure of $15,000.00 by the State, which it was estimated such an experiment would cost. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the experimental road construction on said road at the New Jersey Agricultural College, providing the College authorities can see their way clear to appropriate two-thirds of the cost of the work which was estimated would be $15,000.00.

Grade Crossing, Route #7

There was presented correspondence between the State Highway Engineer and Mr. C. A. McCormick with reference to a grade crossing on Route #7 at Jerseyville, in which Mr. McCormick requested definite action on the matter of this grade crossing. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the advice given to Mr. McCormick by the State Highway Engineer to the effect that elimination of this grade crossing was included in the program for next year and nothing could be done at this time, and directed that the communication of Mr. McCormick be placed on file.

Route 1, Section 5.

Main Street, Hightstown

There was presented a communication from the Clerk of the Borough of Hightstown advising that the improvements made on Main Street, Hightstown, were made by the Board of Trade of the Borough of Hightstown and not by the Borough itself and, therefore, the Borough awaits payment from the State in order that the money might be turned over to the Board of Trade, State Highway Engineer Sloan informed the Commission that the amount of this work $1,100.00 was allotted to the Borough and credit for this amount was given on moneys due to the State Highway Commission for work performed in the Borough of Hightstown in connection with the State Highway improvement. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Borough of Hightstown be informed that the agreement for the allotment of this money was made between the Borough of Hightstown and the State Highway Commission and the Commission cannot enter into any agreement with civic organizations, for this reason the action already taken by the State Highway Commission must stand and credit to the Borough has already been given for the amount of this improvement.

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American Association State Highway Officials. Charles A. Mead.

On motion by Mr. Kidde seconded by Mr. Stewart, the State Highway Commission authorized Charles A. Mead, Chief Engineer of Bridges and Grade Crossings of the Public Utility Commission, to represent the State Highway Department at a meeting of the Sub-Committee of Bridges & Structures of the American Association of State Highway Officials at Boston for three days in September, at an approximate expense of $60.00.

Hackensack River Bridges

The State Highway Engineer presented to the Commission a report of a hearing held in the office of Mr. Geo. Hand, Chief Engineer of the Lehigh Valley Railroad Company on July 30th, at which meeting were represented the Lehigh Valley Railroad, Central Railroad of New Jersey, the D. L. & W. R. R. and the P. R. R. on the matter of the attitude to be taken by interested parties in connection with the War Department hearing to be held on August 20th on the matter of the proposed widening of the approaches on the bridges over the Newark Bay together with suggestions for temporary changes in the present bridges. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the report be received and placed on file and that the State Highway Engineer be requested to work out a brief to be presented to the War Department along the lines as presented in his report.

Luppatcong Creek Bridge, Rt. #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission denied the application for extension of time as made by the Bentley-Morrison Corporation on the Luppatcong Creek Bridge on Route #4, at M. P. 100.9, and directed that the penalty be imposed for excess in time over the original contract.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following list of employments as made by the State Highway Engineer since the last meeting if the Commission.

August 4, 1924.

[illegible]	A. Kenneth Werner,	Sen. Clerk	$ 115.00 mo.
[illegible]	Phillip P. Thomas,	Resident Engr.	200.00
7/16/24	Walter Weatherby,	Gravel Patrolman,	75.00
7/23/24	Robert E. Martin,	Draftsman,	100.00
7/21/24	Jacob Warren Banker,	"	90.00
7/10/24	Alex. M. Greene,	Fr. Tender,	110.00
8/ 1/24	Robert E. Simon,	Fr. Inspector,	125.00
7/23/24	John Jos. Murphy,	Material Insp.,	125.00
8/11/24	Miss Clare E. Quinn,	Senior Clerk. Steno.	115.00
7/23/24	Joseph Ross,	Asst. C. E.	150.00
7/24/24	Wm. J. Lyons,	Rodman,	75.00
[illegible]	John Schellenger,	"	90.00
8/ 1/24	Arthur Heintz,	"	90.00
8/ 1/24	J. C. Smolige,	Laboratory Asst.	90.00
8/ 1/24	Geo. D. Roberts,	Jr. Engineer,	125.00
8/11/24	Wilson Sharpe,	" "	125.00
8/ 4/24	Walter C. Crossby,	Rodman,	90.00
8/ 1/24	Wm. [illegible]. Felton,	"	90.00
8/ 1/24	Benjamin Mann,	Cost Clerk.	90.00
[illegible]	Miss Engemann	Clerk Steno.	80.00
[illegible]	Roy Perry Hancock,	Asst. Civil Engr.	175.00

Hourly Employments

7/10/24	Palmer Cotterell,	Motor Truck Driver,	.40 hour
7/21/24	[illegible] Pillsbury,	" " "	.40
7/16/24	[illegible] Holmes,	" " "	.40
7/21/24	Geo. Hardy,	" " "	.40
[illegible]	Harold Woods,	" " "	.40
7/16/24	Garfield Riddle, Jr.	" " "	.40
7/17/24	J. F. Lewis,	Mechanic,	.65
7/10/24	Percy Warwick,	Motor Truck Driver,	.40
7/16/24	Harry Griffenberg,	" " "	.45
7/23/24	Walter S. Burns,	Mechanic	.65
7/17/24	J. W. Langfield,	Motor Truck Driver,	.45
7/17/24	Harry Hunter,	" " "	.45
7/16/24	John Pillsbury,	Motor Tr. Driver,	.40
[illegible]	Wm. T. Hopkins,	" " "	.45
7/17/24	Wm. Cooper,	" " "	.40
[illegible]	John Stiger,	" " "	[illegible]
[illegible]	Clarence Vaughn,	" " "	.40
[illegible]	Lester F. Flitcroft,	" " "	.40

Promotions

8/ 1/24	[illegible] F. Ward,	Asst. C. Engineer,	$ 150.00 mo.
8/ 1/24	P. P. Swain,	" " "	150.00
8/ 1/24	W. H. Cunningham,	Asst. Civil Engr.	150.00
8/ 1/24	H. E. Fleming,	" " "	150.00
8/ 1/24	[illegible] Vogel, Jr.	" " "	150.00
8/ 1/24	Ira R. Proctor,	" " "	150.00
8/ 1/24	C. E. Vanderhoof,	" " "	150.00
8/ 1/24	Stephen A. Streit,	Resident Engineer,	[illegible]
8/ 1/24	Geo. D. Conner,	Highway Inspector,	[illegible]
8/ 1/24	Kenneth Drake,	Junior Engineer,	[illegible]

Discontinued Employments, Monthly Rate

7/23/24	Allen Dayton,	Gravel Patrolman,	$ 75.00 mo.
8/ 1/24	Jas. V. Gillespie,	Jr. Inspector,	125.00
8/11/24	John V. Connell,	Assistant Civil Engr.	150.00

Increase

7/ 1/24 F. F. Palmer, Mechanic, $ .65 to .70 hr.

Essex County, Motor Vehicle Aid

On motion by Mr. Riddle seconded by Mr. Stewart, the State Highway Commission re-approved plans and specifications for Prospect Ave., Essex County Motor Vehicle Aid work in order to avoid legal complications prior to advertisement.

Warren County, Federal Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the Hainesburg-Columbia Road, Warren County, Federal Aid Project #53.

Monmouth Co.-Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the construction of the Matawan-Old Bridge Road, Monmouth County, Motor Vehicle Aid work.

Union County-Motor Vehicle Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for East Broad Street, Westfield, Union County Motor Vehicle Aid.

Hunterdon County-Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Hunterdon County for the Flemington-Frenchtown Road, Hunterdon County Motor Vehicle Aid work to Sigafoos & Moore, the low bidder at $30,674.00.

Essex Co.-Rejection of Bids

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the rejection by Essex County of all bids received on the Runnymede Road, Caldwell and Essex Fells on account of bids being too high.

Ocean County-Motor Vehicle Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Ocean County for the construction of the Lakewood-New Egypt Road, Section #2, Ocean County Motor Vehicle Aid work.

Cumberland Co.-Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance of the Cumberland Causeway, Cumberland County Motor Vehicle Aid work.

Route #13, Section #1

State Highway Engineer Sloan informed the Commission that he had approved plans and specifications for Route 18, Section 1, in the Borough of Alpine, but that formal action should be taken to make this section a part of the State Highway System before contract is awarded for the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> WHEREAS, by Chapter 197 of the Laws of 1923 there was designated Route 18-North, extending from Hoboken to the New York State line by way of Weehawken, West Hoboken, Town of Union, North Bergen, Fairview, Ridgefield, Palisade Park, Fort Lee, Englewood, Cliffs, Tenafly and Alpine, as a part of the State Highway System, and
>
> WHEREAS, it is the desire of the State Highway Commission to construct a portion of the said State Highway Route 18-North in the immediate future, now, therefore,
>
> **BE IT RESOLVED** by the State Highway Commission of the State of New Jersey that a portion of the said State Highway Route 18-North, known as Sylvan Avenue Boulevard in the Borough of Alpine, beginning on the said Sylvan Avenue Boulevard at the intersection of Hillside Avenue designated as Station 31 plus 50 and extending northerly a distance of four thousand four hundred and fifty (4450) feet to a point designated as Station 76 plus 0 about nine hundred (900) feet north of the intersection of the Kenrick Hudson Drive and the said Sylvan Avenue Boulevard, be and the same is hereby taken over as a part of State Highway System of the State of New Jersey.

Route 18, Section 1.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the action of the State Highway Engineer in approving plans and specifications for Route 18, Section 1, in the Borough of Alpine, and also approved of the advertisement as placed for this construction.

Route 5, Section 8.

Commissioner Kidde reported the inspection of the completed work on Route 5, Section 8, Great Meadows Grade Crossing elimination and moved that the same be accepted on the part of the State. This was seconded by Mr. Stewart and adopted.

Route 11, section 8.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of an agreement with the Town of Nutley in Essex County, for extra work to be done at the time of the improvement of Route 11, Section 8, through Nutley.

Township Aid-Bergen County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State

Highway Commission approved of plans and specifications for the construction of the Wyckoff-Ramsey Road, Hoholms Township, Bergen County Township Aid.

Union County, Township Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for the construction of Cranford Avenue, Linden Township, Union County Township Aid and Boro Aid.

Cumberland Co. Force Account Agreements

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved township aid force account agreements in Cumberland County as follows:

Yank Walk Road, Commercial Township,
Turkey Point Road Intersection, Downe Township.

Monmouth County, Township Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved township aid force account agreements for Ramshorn Road, Wall Township, Monmouth County, the State's share not to exceed $6,000.00.

Camden County-Township Aid.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved township aid force account agreement statement for Walder Road, Winslow Township, Camden County Township Aid.

Burlington County, Township Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of final acceptance and payment of Naylor's Corner-Indian Mills Road, Shamong Township, Burlington County Township Aid.

Camden County-Township Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved acceptance and final payment on Ehrke Landing Road, Winslow Township, Camden County Township Aid.

Sussex County-Motor Vehicle Aid, Sparta-Woodport Road

State Highway Engineer Sloan informed the Commission that he had examined the plans and specifications for the Sparta-Woodport Road as presented by County Engineer Snook at the morning session, and he would recommend approval of the same by the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the Sparta-Woodport Road, Sussex County Motor Vehicle Aid Work.

1924-25 Township Aid Allotments

Commissioner Kidde advised that he had examined the recommendations as made by Assistant State Highway Engineer Reed and State Highway Engineer Sloan for Township aid allotments to be made from funds becoming available on July 1, 1924, and he was prepared to approve the recommendations as offered. Commissioner Stewart, therefore, moved that the following allotments of township aid as recommended by the State Highway Engineer and the Assistant State Highway Engineer from the 1924-1925 funds becoming available July 1, 1924, be approved:

TOWNSHIP AID ALLOTMENTS FOR 1924-1925

Township	Name of Road	Amount	
	ATLANTIC COUNTY		
Buena Vista	Buena-Tuckahoe Road	$ 14,500.00	
Weymouth	" " Sec. #4,	10,[illegible]	$[illegible],000.00
	BERGEN COUNTY		
Franklin	Crescent Road, Sec. #3	[illegible].00	
Hillsdale	VanEmburgh Ave.	[illegible].00	
Washington	" "	10,500.00	$[illegible],000.00
	BURLINGTON COUNTY		
Evesham	Marlton & Dresson	8,500.00	
Woodland	Chatsworth-Ocean Co. Line, Sec. #1	16,[illegible].00	$[illegible],000.00
	CAMDEN COUNTY		
Clementon	Clementon-Erial	[illegible].00	
Winslow	Williamstown & New Freedom	14,[illegible].00	
"	Blue Anchor-Brooklyn-Sicklerville	[illegible]	$25,000.00
	CAPE MAY COUNTY		
Dennis	Clermont	1,[illegible].00	
"	Stephens Island	1,[illegible]	
"	Sea Isle Junction	7,[illegible].00	
Middle	Swainton-Goshen	[illegible].00	
"	Court House-Fiddle Creek	1,[illegible].00	
Upper	[illegible] Ave.	1[illegible],000.00	$25,000.00

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CUMBERLAND COUNTY

Commercial	Yank Walk Road	3,000.00	
Downe	Turkey Point Sec. #2	1,000.00	
"	Ferry Island	1,000.00	
Fairfield	Herring Row	3,375.00	
Stoe Creek	Canton & Othello	4,500.00	
Upper Deerfield	Cornwell Drive	2,100.00	
" "	Friesburg	1,500.00	$16,975.00

ESSEX COUNTY

Maplewood	Valley St.	5,000.00	
Essex Fells	Borough Fells Road & Beach Tree Lane	20,000.00	$25,000.00

GLOUCESTER CO.

Elk	Aura & Clayton	4,000.00	
Logan	Bridgeport-Gibbstown	3,000.00	
Monroe	Glassboro-Williamstown	7,500.00	
Washington	Focer Street	10,500.00	$25,000.00

HUNTERDON COUNTY

Franklin	Pittstown-Quakertown Sec.2,	4,500.00	
Kingwood	Barbertown-Delaware Line Road,	15,000.00	
Lebanon	Hampton-Changewater	2,140.00	
Readington	Three Bridges	3,351.00	$25,000.00

MERCER COUNTY

Lawrence	Lincoln Highway-Port Mercer	5,000.00	
Hamilton	Old York Road	8,000.00	
Hopewell	Pennington-Princeton	12,000.00	$25,000.00

MIDDLESEX COUNTY

Monroe	Union Valley-Gravel Hill	997.34	
No. Brunswick	Mill Lane Sec. #3,	6,750.00	
Raritan	Main Street (Bonhamton-Metuchen)	17,252.66	$25,000.00

MONMOUTH COUNTY

Atlantic	Farmingdale-Colt's Neck	10,000.00	
Howell	" " "	7,500.00	
Shrewsbury	Asbury Ave.	7,500.00	$25,000.00

MORRIS COUNTY

Randolph	Dover-Mt. Freedom Sec. 1	6,000.00	
"	" " " Sec. 2	19,000.00	$25,000.00

OCEAN COUNTY

Long Beach	Long Beach Streets	13,502.46	$13,502.46

PASSAIC COUNTY

Totowa Boro	Bogart Street	7,000.00	
" "	Grant Ave.	18,000.00	$25,000.00

SALEM COUNTY

Lower Penns Neck	Harrisonville-Light House-Cemetery	6,750.00	
Mannington	Acton Station Road	7,500.00	
Piles Grove	Daretown-Woodstown	4,500.00	
Pittsgrove	Garden Road	3,750.00	
Upper Pittsgrove	Daretown-Woodstown	2,500.00	$25,000.00

SOMERSET CO.

Hillsborough	Neshanic-Clover Hill	20,000.00	
Somerville Boro.	Rehill Ave., Mercer St. & Park Ave.	5,000.00	$25,000.00

SUSSEX COUNTY

Hampton	Newton-Swartswood	13,000.00	
Walpack	Walpack-Flatbrookville	9,000.00	
"	Walpack-Center	3,000.00	$25,000.00

UNION COUNTY

Hillside	Four Streets	8,100.00	
Union	Valley Street	16,900.00	$25,000.00

WARREN COUNTY

Frelinghuysen	Hope-Johnsonburg	6,000.00	
Greenwich	Stewartsville-Bloomsbury	5,000.00	
Knowlton	Delaware-Washington Continuation	4,000.00	
Pohatcong	Carpentersville-Alpha	10,000.00	$25,000.00

This was seconded by Mr. Kidde and adopted.

On motion by Mr. Sterner, seconded by Mr. Kidde, Commissioner Jolly was authorized to sign necessary papers as Chairman pro tem until the next meeting of the Commission.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adjourned at 4:30 P. M., to meet in regular session again on Tuesday, July 10th, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - August 19, 1924.

A regular meeting of the State Highway Commission was held in the meeting room of the Commission, Broad Street Bank Building, Trenton, New Jersey, on Tuesday, August 19th, 1924.

Present: Messrs. Walter Kidde, Percy H. Stewart and
Abraham Jelin.

Absent: Chairman, H. L. Scott on trip to the West.

Commissioner Stewart moved the election of Commissioner Kidde as Chairman pro tempore for this meeting. This was seconded by Mr. Jelin and adopted.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting held on July 22nd and recommended that the same be approved as mailed. On motion by Mr. Stewart, seconded by Mr. Jelin, the minutes of the meeting of July 22nd were approved as mailed.

Route #3, Widening, Hammonton

The Secretary informed the Commission that a hearing was requested by Mr. H. W. Leeds on behalf of the Atlantic City Hotelmen's Association, together with a number of citizens from Hammonton. On motion duly seconded, a hearing was granted. Mr. Leeds appeared and informed the Commission that together with a delegation from Hammonton, he was desirous of urging on the Commission consideration of a method whereby the trees on the White Horse Pike at Hammonton could be saved from destruction, on account of the proposed widening of the White Horse Pike. He advised that the residents of Hammonton were interested in having the State adopt a parallel line to the White Horse Pike through Hammonton for a distance of one and one-half miles and in order that one-way traffic may be instituted on these parallel lines. He introduced Mr. O'Donnell who stated that he represented the Mayor of Hammonton and that they were all desirous of having the road proceed by parallel route through Hammonton rather than widening the existing pike which would necessitate the removal of trees. Commissioner Jelin informed the Commission that he had made a personal inspection of this location and he had suggested to the Engineering Department that the pavement be widened up to the trees on both sides to a total width of 29' and that a concrete curb be placed against the trees for the protection of traffic. This would result only in the removal of 175 trees out of 500 which would be necessary when both sides are widened. State Highway Engineer Sloan presented to the Commission a sketch showing the suggestions of Commissioner Jelin, but he stated that he believed that it would be better policy to widen in accordance with the original recommendations. Chairman Kidde inquired of all the members of the visiting delegation as to what their preference would be in the event the State found it necessary to follow the White Horse Pike, as to the removal of all the trees on one side or the adoption of the suggestion for the placing of curbs and the removal of only a portion of the trees. It was the general feeling that it would be wiser policy to remove only part of the trees rather than all, if it could be accomplished. After further discussion Commissioner Jelin moved that the matter be taken under advisement. This was seconded by Mr. Stewart and adopted.

Right of Way, Route #7

The Secretary informed the Commission that a hearing had been requested by Mr. John C. Hastie, property owner on Route #7. On motion, duly seconded, a hearing was granted. Mr. Hastie appeared together with Mr. Harms and Mr. Doree, also property owners along Route #7 in the vicinity of the elimination of the grade crossing of the Central Railroad Tracks on Route #7. He informed the Commission that at the time the agreements were signed by himself and the other men for the sale of the property to the State on Route #7, no information was given concerning the proposed grade crossing elimination which, if it was in the nature of an overhead crossing, would place all these properties below the grade of the roadway. He suggested, however, that there was a possibility for the Railway Company to lower the grade of its tracks in this vicinity and also at two other grade crossings now in existance within one-half mile. Mr. Hastie informed the Commission that he was still ready to carry out the provisions of the original agreement whereby he would give the State the property needed without cost. Mr. Harms informed the Commission that it was his purpose to spend considerable money upon his Gasoline filling station on this location, but if the grade crossing elimination would change the traffic from in front of his location, he would not start his improvements. It was recommended by the Commission that he withhold any further improvements until investigation had been made of the matter, and the State Highway Engineer was directed to investigate the possibility of lowering the grade of the railroad company's tracks.

Cedar Bonnet Bridge

The Secretary informed the Commission that Mr. J. H. Terry, second low bidder on the Cedar Bonnet Bridge over Manahawken Bay, was present to ascertain what disposition would be made of the award of contract for this work and he left with the Commission a financial statement togehter with a statement of work accomplished in the past. On motion by Mr. Jelin, seconded by Mr. Stewart, the communications were ordered received and placed on file.

Right of Way, Route #10

The Secretary presented a communication from Major Wm. A. Welsh, General Manager of the Palisade Inter-State Park Commission, advising that they were anticipating difficulty in securing the Phelps estate property but would pursue the matter further. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged and that Major Welsh be advised that the State Highway Commission is very anxious concerning the entire matter and hoped that they would be able to work it out to the satisfaction of the owners of the property and the New York State Highway Commission.

Accidents, Route #13 Voorhees Cross'g.

The Secretary presented a communication from the Public Utility Commission enclosing a report of the Board's Inspector concerning the accidents at the Voorhees Grade Crossing of the P. R. R. tracks on Route #13, in which the inspector recommended that the new flashing light railroad signals be installed and that an A. G. A. signal be removed; also recommending that trees be removed at this crossing in order to afford a more open view. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a communication be forwarded to the Public Utility Commission advising that the State Highway Commission is very desirous that they follow out the recommendation made by their inspector and also to take such other precautions as may be necessary for the safety of the traveling public and the State Highway Commission will endeavor to assist in having the trees removed and will also order the removal of the A. G. A. flashing signals approaching this crossing.

A. G. A. Signs

State Highway Engineer Sloan informed the Commission that he had been visited by representatives of the American Gas Accumulator Co. with reference to the installation of a new signal device now being perfected by the organization. He advised that he was desirous of having the A. G. A. Co. comply with the original contract entered into with the State Highway Commission before considering any modification of it. Commissioner Jelin advised that representatives of the A. G. A. Co. had requested an interview with him and he suggested that State Highway Engineer Sloan be present at the time with the facts with reference to the existing contract.

Route #4, Toms River

The Secretary presented a petition and newspaper articles concerning the proposed new alignment of Route #4 through Toms River, in which protest was made against any change in the line which would take the highway off the main street of Toms River. On motion by Mr. Jelin, seconded by Mr. Stewart, the petition and clippings were ordered received and placed on file.

Newton-Stanhope Road, Sussex
County, Motor Vehicle Aid

The Secretary presented a communication from the Board of Freeholders of Sussex County requesting a further interpretation of the action taken by the Commission at its meeting on August 5th concerning the approval of the use of Motor Vehicle funds in accordance with Chapter 10, Laws of 1919, on the Newton-Stanhope Road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that they be advised that it is the purpose of the State Highway Commission to permit the use of State funds in the amount of $10,000.00 toward this work, it being understood

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that the total cost will be $20,000.00; the State's share to be charged $5,000.00 against the 1925 Motor Vehicle Account and $5,000.00 against the 1926 Motor Vehicle Account.

Camden Advisory Board

The Secretary presented a communication from the Director of Public Safety of the City of Camden, New Jersey, requesting that the State Highway Commission aid the city of Camden to the extent of one-half the cost of grade crossing elimination on Penn and Linden streets in the city of Camden, the total cost of the work estimated to be $500,000.00. State Highway Engineer Sloan informed the Commission that in the Advisory Board plans for Camden it was proposed to eliminate the grade crossing of the railroad at Penn and Linden Streets. He also advised that it was the feeling of the city of Camden that it would help the city progress if this railroad was entirely removed from the line existing, to a river location and it was desired that the State pay to the city the cost which would be involved in the elimination proposed. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the Commission is very much interested in the proposal submitted and has referred the matter to the State Highway Engineer for report and for ascertaining what legal questions are involved in such transaction.

Advisory Board - Camden

Route C, Grade Crossing Elimination

The Secretary presented a communication from the Chairman of the Public Safety Committee of Brooklawn, New Jersey, requesting the elimination of a grade crossing in the Borough of Brooklawn where the West Jersey and Seashore Railroad crosses the State Highway. State Highway Engineer Sloan informed the Commission that the construction of the proposed Advisory Board relief routes will reduce the dangerous conditions now existing on account of the great amount of traffic now passing through Brooklawn, which will be diverted. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was referred to the State Highway Engineer, and the Borough of Brooklawn was to be notified to the effect that the State Highway Engineer is ready at any time to discuss with them the proposed changes in the vicinity of Camden which will bear on this matter.

Route 4, Bradley Beach

The Secretary presented a communication from the Borough of Bradley Beach advising that Main Street, Bradley Beach on Route 4 has recently been repaired and is now in good condition and it is desirous of having the State Highway Commission assume control as soon as possible. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for investigation and reply to the authorities of Bradley Beach.

Lupatcong Creek Bridge, Rt. 4

The Secretary presented a communication from the Bentley-Morrison Corp., contractors on the Lupatcong Creek Bridge on Route 4, in which communication they protested the collection of the penalty on the part of the State due to delay in the completion of the work beyond the time specified. This Company made statements to the effect that the Engineers of the State Highway Department did not take measures to learn conditions existing on the work and they feel that the infliction of this penalty is a blemish upon what has, heretofore, been a clear record of the company. State Highway Engineer Sloan informed the Commission that the statements made are not correct and further that when this contract was awarded to the Bentley-Morrison Corp., it was stated by their representative that no extensions of time would be requested. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that they be advised that the Commission cannot agree with the statements made and also call attention to the representations that no extensions of time would be requested of the Commission.

Route #1, Extension, Jersey City

The Secretary presented a communication from the Business Men and Citizen's Progressive League of Jersey City, requesting information as to the location of Route #1 Extension through Jersey City. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be ac-

acknowledged with the advice that no definite line has yet been established and that an engineering force is now in the field to determine the possibilities for the route.

Recess

On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission adjourned for lunch at 1:30 P. M., to meet in regular session again at 2:30 P. M. The meeting was resumed at 2:30 P. M., as agreed with the same members present as at the morning session.

Route 3, Widening, Hammonton

Commissioner Kidde suggested that some action be taken on the matter of Route 3 widening at Hammonton, in view of the fact that the contract covering this portion of the work has been advertised. Commissioner Jolin moved that the Engineering Department be directed to eliminate that portion of the widening which is located on Route 3, at Hammonton, on the section with trees on both sides and that the shoulders on that portion of the White Horse Pike within this section given a surface treatment which will place them in satisfactory condition to accommodate the travel, and that a communication be sent to the Town of Hammonton advising that the Commission will give consideration to a request for aid in the improvement of the Wilsey Mill Road if the Town of Hammonton desires to proceed with this work. On motion by Mr. Jolin, seconded by Mr. Stewart, the above suggestion was adopted.

Reckless Place, Red Bank

The Secretary reported to the Commission that he had received information from Monmouth County to the effect that bids had been received on the re-advertisement for work on Reckless Place in the Borough of Red Bank and that the lowest bid including the pavement was for $1.10 per square yard for the asphalt surface. Bids were also received for the foundation without the pavement and the Borough desired information as to whether the State Highway Commission would do the surface paving on this road because of the fact that the price received on the foundation work would yield a saving to the Borough, Commissioner Jolin in-

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formed the Commission that apparently if the contract was awarded for the entire work the Borough of Red Bank would now save $1,000.00 over the previous bids and in view of the fact that the price for pavement was less than $2.00 per square yard, he moved that the Commission advise the Borough of Red Bank that from the informal information received concerning the bids, it is prepared to approve the award of contract by the Borough of Red Bank for either the entire work or for the foundation, the Borough to secure a pavement at a price of $2.00 or less from some other contractor, the Commission finding it unnecessary and inadvisable to undertake the asphalt work with its own forces.

State Highway Engineer Sloan next presented to the Commission a schedule of business with his recommendations as follows:

Route 3, Section 14

Bids were received as follows for the widening of Route 3, Sec. 14, Egg Harbor-Hammonton Section, and the State Highway Engineer recommended that the work be awarded to Smith Brothers, Co., of Hackettstown, the low bidder of $34,044.00

Smith Bros. Co.	$ 34,044.00
R. F. McMullen Co.	35,060.10
Charles T. Kavanagh	37,457.15

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 3, Section 14, Egg Harbor-Hammonton Section, to Smith Brothers of Hackettstown, N. J., at theirs the lowest bid received, in the amount of $34,044.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 3, Section 13

Bids were received as follows for the widening of Route 3, Section 13, Absecon-Egg Harbor Section, and the State Highway Engineer recommended that the work be awarded to Chas. T. Kavanagh of Bayonne, N. J., the low bidder of $40,172.00.

Chas. T. Kavanagh	$ 40,172.00
Harry Best	44,436.42
Sutton Const. Co.	46,748.62
Walter S. Locke	48,104.16

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

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RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 3, Section 13, Absecon-Egg Harbor Section to Chas. T. Kavanagh of Bayonne, N. J., at his the lowest bid received in the amount of $40,172.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 14, Section 11

Bids were received as follows for the construction of Route 14, Section 11, Petersburg-Tuckahoe Section and the State Highway Engineer recommended that the work be awarded to Michael Staub of Pitman, N. J.. at his the low bid of $183, 815.00.

Michael Staub	$ 183,815.00
Ross & Whelen, Inc.	1[illegible],[illegible]
E. Riley Mixer Co.	194,[illegible]
Public Service Production Co.	19[illegible],3[illegible].44
Sutton & Corson Co.	205,226.33
Achienne & Caruso	[illegible],71[illegible].10
S. S. Thompson & Co.	[illegible]08,771.0[illegible]

On motion by Mr. Jolin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 14, Sec. 11, Petersburg-Tuckahoe Section, to Michael Staub, of Pitman, N. J., at his the lowest bid received in the amount of $183,815.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 14, Section 10

Bids were received as follows for the construction of Route 14, Section 10, Seaville-Petersburg Section, and the State Highway Engineer recommended that the work be awarded to Michael Staub of Pitman, N. J., at his the low bid of $136, [illegible].00.

Michael Staub	$ 13[illegible]
E. Riley Mixer Co.	1[illegible],[illegible].1[illegible]
Achienne & Caruso	1[illegible],[illegible]7.62
Public Service Production Co.	1[illegible],7[illegible]
Ross & Whelen, Inc.	140,31[illegible]
Sutton & Corson Co.	150,1[illegible]

On motion by Mr. Stewart, seconded by Mr. Jolin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 14, Sec. 10, Seaville-Petersburg Section to Michael Staub of Pitman, N. J., at his the lowest bid received in the amount of $136,[illegible],

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BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Cedar Bonnet Bridge over Manahawken Bay

Bids were received as follows for the attention of the Commission as received on the Cedar Bonnet Bridge over Manahawken Bay, after readvertisement.

Krellwitz Cont. Co.	97.5%
J. D. Terry & Co.	104.9
F. W. Schwiers Jr. Co.	107.25
L. J. Sieling	108.8
S. S. Thompson & Co.	109.

State Highway Engineer Sloan reported that the Krellwitz Cont. Co., the lowest bidders had furnished a financial statement which appeared to be satisfactory. Commissioner Jelin stated that inasmuch as this contractor for the second time was low bidder on this work, he would moved that award be made to the Krellwitz Contracting Co. in accordance with the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Cedar Bonnet Bridge over the Manahawken Bay, to the Krellwitz, Cont. Co., of North Bergen, N. J., at their's the lowest bid received in the amount of 97.5% of the Engineer's estimated units of cost, making a contract amount of $86,993.71, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts.

This was seconded by Mr. Stewart and adopted.

Route 2, Section 6

State Highway Engineer Sloan reported tothe Commission the conpletion of Route 2, Section 6, Burlington-Bridgeboro Section as completed by the Union Paving Company in 15% of their time. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 2, Section 6, Burlington-Bridgeboro Section subject to final inspection by Commissioner Jelin, and authorized final payment thereon.

Route 2, Section 4.

State Highway Engineer Sloan reported the completion of Route 2, Section 4, Burlington Cut-Off as constructed by L. J. Sieling and recommended that the same be accepted on the part of the State. In this connection he also stated that the contractor was 20 days behind time in the completion of the work. Commissioner Jelin stated that in view of the fact that the roadway was a cut-off and did not interfere with the through traffic in Burlington, he moved that an extension of time be granted of fifteen days and that the work be accepted upon the part of the State. This was seconded by Mr. Stewart and adopted.

Route 13, Sec. 6, Bridges

State Highway Engineer Sloan reported the completion of bridges at M. P. 3.9, 5.7 and 7.9 on Route 13, Section 6, Lawrenceville-Princeton Section as constructed by L. J. Sieling, and he advised the contract time had been exceeded by 78½ days on this work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time to the date of completion for bridges at M. P. 3.9, 5.7 and 7.9 on Route 13, Section 6, and approved the acceptance and final payment on the work.

Route 13, Section 5

State Highway Engineer Sloan reported to the Commission the completion of Route 13, Section 5, Trenton-Lawrenceville Section and recommended that the same be accepted on the part of the State. Commissioner Jelin reported having inspected this road on several occasions, and he moved that the same be accepted on the part of the State and final payment authorized. This was seconded by Mr. Stewart and adopted.

Route 5, Great Meadows Grade Crossing Elimination

State Highway Engineer Sloan reported to the Commission that Route 5, Great Meadows Grade Crossing Elimination had been completed and recommended that the same be accepted on the part of the State. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 5, Great Meadows Grade Crossing Elimination and ordered final payment to be made.

Route 16, Section 6

State Highway Engineer Sloan reported the completion of Route 16, Section 6, Passaic River-Morris Township Line Section to Chas. T. Kavanagh and advised that the contractor was 38 days behind time in the completion of the work. Commissioner Jelin stated that in view of the fact that Mr. Kavanagh was ahead of time on his previous contract he should be credited with the saving effected, and he moved that an extension of time be granted for 20 days on this work and that the work be accepted on the part of the State. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 5, Sec. 13

Commissioner Jelin moved the approval of the following purchase agreements on Route 5, Section 13, Netcong:

Parcels	#26 & 27	Dr. P. Horridge,	consideration	$1.00
"	#36	Chas. & Nellie Jones,	"	1.00
"	#37	Chas. & May Estwick,		1.00

This was seconded by Mr. Stewart and adopted.

Right of Way, Route 7, Sec. 2

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following purchase agreements for Route 7, Section 2, Anderson's Corner-Golf Course Section:

Parcel	#9-Q,	Joseph Edw. Lortie,	consideration	$190.00
"	20 & 22,	John P. L. Tilton Estate (Asbury Park Trust Co.)		1.00

Right of Way, Route 14, Sec. 10

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 10, Seaville-Petersburg Section:

Parcels	#5 & 5-A,	Frank & Emma Conover,	consideration	$25.00
	#13 & 13-A, 13-B & 13 C	John & Anna Kirby,	"	$100.00
	14-	Louella S. Young,	"	100.00

Right of Way, Rt. 14, Sec. 11

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following parcels of property on Route #14, Section #11, Petersburg-Tuckahoe Section:

Parcels	#9,	Richard & Emma Voss	consideration	$80.00
	10,	Catherine Butler	"	58.00
	11 & 15	Isaac & Anna E. Butler,	"	100.00
	12	Clara V. & Jas. Ingersoll	"	24.00
	13	Wm. McKinley & Abigail Butler	"	24.00
	14	Albert C. Butler, widower	"	100.00
	18 & 18A	Ralph & Mary E. Wynn	"	600.00
	4	Julia A. Tomlin	"	25.00

Right of Way, Morgan
Grade Crossing - Route 4 -

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #13 from Hugh Cottrell & Wife on Route 4 at the Morgan Grade Crossing Elimination for the consideration of $1,400.00.

Right of Way, Rt. 3, Sec. 11

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #1 on Route 3, Sec. 11, Berlin-Hammonton (widening) from Fred Priestly & wife for the consideration of $685.00.

Right of Way, Rt. 10, Sec. 1-B

State Highway Engineer Sloan reported to the Commission that Right of Way Engineer Meeker had secured additional appraisals on Parcel #28 on Route #10, Section #-B, on the Property of Mrs. Carry Fuller, and he recommended that the original agreement of $1,500.00 be approved. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #28 on Route #10 Section #1-B from Mrs. Carry Fuller for the consideration of $1,500.00.

Route 11, Sec. 9, Agreement

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and execution of an agreement with the Public Service Railway Company covering track work to be done and the method for financing same on State Highway Route 11, Sec. 9, Washington Avenue, Belleville.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution authorizing and directing the Public Service Railway Company to relocate its tracks on Route 11, Section 9, Washington Avenue, Belleville:

> WHEREAS, in order to answer public necessities and convenience and to carry out plans for the improvement of Washington Avenue, between Second River and the Big Tree Car House of the Public Service Railway Co., in the Town of Belleville, County of Essex and State of New Jersey, a distance of nineteen thousand two hundred feet (19,200'), it is desirable that the tracks now maintained by Public Service Railway Company on said Washington Avenue between the points above stated, be removed and relocated from the side of said street where they are now located to the center of said street, all as shown on the map or plan made part hereof, entitled "Public Service Railway Company. Department of Maintenance of Way. Proposed relocation of tracks on Washington Ave. from Second River to Nutley Town Line, Belleville, N. J., " dated July 25, 1924 and numbered 20267-L.
>
> NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of New Jersey, that the said Public Service Railway Company be and it is hereby requested, directed and authorized to change the location of its street railway tracks and remove and relocate the same from the said Washington Avenue between the points above

set forth to the center of said Washington Avenue, in accordance with the foregoing recital, including any necessary change in the location of the poles and electrical conductors, and when said relocation shall have been done, then and thereafter the said Public Service Railway Company, its successors and assigns, so changing the location of its said tracks in accordance with this request, shall have the right to maintain and operate the same in the new location for as long a period as it had the right to maintain and operate its said tracks in their former location at the time of such relocation.

Route 6, Section 13, Agreement

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of an agreement with the Township of Hopewell for extra work to be done in connection with the construction of Route 6, Section 13, Bridgeton-Marlboro Section.

Route 6, Section 13, Agreement

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of agreement with Stoe Creek Township for extra work to be performed in connection with the construction of Route 6, Section 13, Bridgeton-Marlboro Sec.

Route 14, Grade Crossing

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an agreement between the Atlantic City Railway Company and the State Highway Commission covering the elimination of grade crossing on Route 14, Petersburg-Tuckahoe Section.

Route 5, Sec. 13, Agreement

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of agreement with the Borough of Netcong for the necessary additional work in connection with the paving on Route 5, Section 13, Budd Lake-Netcong Section.

Permits

State Highway Engineer Sloan presented a letter received by him from the Union Paving Company, contractors on the Absecon Boulevard, Atlantic County, requesting permission to place and operate a 24" industrial railway along the Putney Road in the town of Absecon and to cross Route 4 in Absecon about 500 ft. north of the point of intersection with the White Horse Pike. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of permission being granted to the Union Paving Company for the operation of an industrial railway in Absecon for a time not to exceed six months from the date hereof, said permission being subject to revocation and such other conditions as may be imposed by the State Highway Engineer, and also to contain a provision whereby the traveling public will be safe-guarded by providing that a man shall walk in front of the locomotive when it crosses Route 4.

Route 4, Detour

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a report in connection with the use of King George's Road as a detour on account of the construction of Route 4 at Perth Amboy be referred back to the State Highway Engineer for further report.

Route 10, Section 1-A

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the disposal of the macadam pavement taken from Route 10, Section 1-A at Edgewater in such a manner that the Borough may have the use of same for sidewalk purposes by placing such cinders thereon as they desire.

Detour —

Lake Street Bridge, Metuchen, Rt. 1

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following as the official detour during the construction of the Lake Street Bridge on Route 1 in Metuchen:

Detour until August 21st, 1924: Beginning on Route 1 at the intersection of Lake and Middlesex Avenues in Metuchen; thence (1) southwesterly along Middlesex Avenue to Amboy Avenue; thence (2) to the left and southeasterly to the road parallel with the Lehigh Vally Railroad Tracks; thence (3) along the same southeasterly to Route 1 at the intersection of Lake and Essex Avenues.

Detour After August 21st., 1924: Beginning on Route 1 at the intersection of Lake and Middlesex Avenues in Metuchen; thence (1) southwesterly along Middlesex Avenue across the overhead bridge over the Pennsylvania Railroad Main Line to Route 1 at the intersection with Essex Avenue.

Employments

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ratified the following employments as made by the State Highway Engineer since the last meeting of the Commission:

8/ 6/24	Wm. J. Odgers,	Rodman	$ 75.00 mo.
8/ 7/24	Richard C. Feedler,	"	75.00
8/ 4/24	Geo. F. Winterbottom,	"	75.00
8/ 6/24	Fred Lavis, Jr.	"	75.00
8/15/24	Robt. G. Kirchner,	Assist. Civil Engr.	165.00
8/15/24	T. G. Davis,	" " "	165.00
8/11/24	Jacob W. Vreeland,	Rodman,	90.00
8/11/24	Wm. Jackson, Jr.	Jr. Engineer,	125.00
8/11/24	Marion J. Wiesman,	Rodman,	100.00
8/11/24	Marie S. Kendrick,	Asst. Civil Engr.	150.00
8/11/24	Howard J. Noble,	Br. Detailer,	140.00
8/ 8/24	Fred J. Schwarmille,	Rodman,	90.00
8/ 8/24	Walter H. Hall,	Asst. Civil Engr.	150.00
8/16/24	Frederick E. Beck,	Res. Engr.	240.00
8/20/24	Jennie Majeski,	Clk.-Sten.	80.00
8/15/24	L. C. Hannold,	Br. Const. Insp.	165.00
8/25/24	Harry Tarbottom,	Jr. Engineer,	125.00
8/25/24	Chas. Roy Funk,	Asst. C. E.	165.00
8/18/24	Harry Doolittle,	Br. Detailer,	165.00
8/18/24	Wm. T. B. Pillina,	Rodman,	90.00
8/14/24	David L. Howell,		90.00

Hourly Basis, Employment

8/12/24	A. S. Voorhees,	Motor Truck Dr.	.45 hr

Increase

8/ 1/24	L. L. Gondert,	Asst. C. E.	$180.00 to $195.00

Discontinued Employments

8/15/24	H. I. Brampton,	Junior Engineer,	$ 125.00 mo.
8/19/24	Fred Lavis, Jr.	Rodman,	
8/23/24	W. H. Schlesinger,	Rodman,	

Increase~~s~~

On recommendation of the State Highway Engineer, Commissioner Jelin moved approval of an increase in the compensation for Frederick Vollmer, Jr., Right of Way Agent, from $275.00 to $300.00 per month. This was seconded by Mr. Stewart and adopted.

Monmouth County Repairs

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Monmouth County to the Asphalt Service, Inc., of New Brunswick, for SCO at 10½¢ per gallon.

Ocean County Repairs

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Ocean County to the Asphalt Service Inc., of New Brunswick, for SCO applied at 17½¢ per gallon.

East Front Street, Union County, Motor Vehicle Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by Union

County for East Front Street, Plainfield, Union County, Motor Vehicle Aid work.

Right of Way, Rt. 13, Sec. 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of easement for drainage on Route 13, Section 4 at Nassau Street and Snowden Lane, Princeton, from Fisher, Mary W. and Hellen Howe for the consideration of $1.00.

Request for Aid

On recommendation of the State Highway Engineer, Commissioner Jelin moved that the application from the Colored Industrial School of Bordentown on Route 2 for the widening of the driveway entrance, be denied inasmuch as the facilities already existing appear to be sufficient to take care of the traffic.

Rejection of Plans, Cape May Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission rejected plans and specifications on the Seashore Road, Section 1, Cape May County, on account of lack of funds, in order that the County may proceed with the work in accordance with statute.

Rejection of Plans, Atlantic Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission rejected plans and specifications on Ventnor Avenue Extension in Atlantic County City of Margate and Borough of Longport, due to lack of funds, in order that the County may proceed with the work from its own funds.

Gloucester County Motor Vehicle Aid, Crown Point Rd., Section 6.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work and ordered final payment to be made on Crown Point Road, Section 6, Gloucester County, Motor Vehicle Aid work.

Sullivan Way, Mercer Co. M. V. Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Mercer County for Sullivan Way, Mercer County, Motor Vehicle Aid work.

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Runnymede Road, Essex County
Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract by Essex County, for Runnymede Road, Essex County, Motor Vehicle Aid work.

Sanford Avenue, Essex County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract by Essex County for Sanford Avenue, Essex County Motor Vehicle Aid work.

Cumberland County-M. V. Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of specifications for the Mauricetown-Bridge Road and Mauricetown-Millville Road. Cumberland County Motor Vehicle Aid work.

East Main St., Booton,
Morris County, Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on East Main Street, Boonton, Morris County Motor Vehicle Aid work subject to final inspection by Chairman Kidde.

Riegelsville-Warren Glen Road,
Warren County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved an allotment of $2,000.00 to Warren County on account of the construction of the Riegelsville-Warren Glen Road to a width of twenty feet instead of eighteen feet, and that Warren County be billed for inspection services and for laboratory services to be furnished by the State on this work.

Warren County-Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Pohatcong Township, Warren County, for the Carpentersville Road, Warren County.

Hunterdon Co.- Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the transfer of $264.61 remaining to the credit of the Stockton-Rosemont Road to the Lambertville-

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Stockton Road. Delaware Township, Hunterdon County.

Atlantic County-Township Aid Transfer

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the transfer of $246.16 remaining to the credit of the Buena-Tuckahoe Road, Section 2, to the Buena-Tuckahoe Road, Section 3, both in Weymouth Township, Atlantic County.

Salem County-Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment of the Garden Road, Pittsgrove Township, Salem County.

Camden County, Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment on Central Ave., Winslow Township, Camden County.

Cape May Co., Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance and final payment of the Cape May Court House-Dias Creek Road, Middle Township, Cape May Co.

Burlington Co.- Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of the Juliustown-Pemberton road, Pemberton Township, Burlington County.

Cumberland County-Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment on Springtown - Roadstown Road, Greenwich Township, Cumberland County.

Warren County, Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the apportionment of $3,000.00 from the Township Aid Cancellation funds to the Allamuchy-Johnsonburg Road, Allamuchy Township, Warren County.

Somerset Co.- Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State

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Highway Commission approved of the Borough of Somerville proceeding with the construction of Rehill Avenue, Borough Aid work, with its own forces in accordance with the statements furnished by the Borough Engineer.

Essex Co.-Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the Borough of Essex Fells proceeding with the construction of the Falls Road and Beach Tree Lane, Essex County, Borough Aid, with its own forces in accordance with the statements submitted.

Extensions of Time, Twp. Aid Work

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the following extensions of time on Township Aid work:

Laurelton-Allen Osborn's Bridge Rd., Brick Twp. Ocean Co., thirty days;
Washington-Oxford-Karrville Road, Section 2, Mansfield Township, Warren County, to July 23d, 1924.
Cedar Grove Road, Princeton Township, Mercer County, to July 14, 1924.

Hunterdon County,-Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an additional allotment from the Township Aid cancellation funds of the amount of $1,5000.00 for use on the Stockton-Sergeantsville Road, Delaware Township, Hunterdon County, Township Aid work, with the proviso that the Township will agree to properly maintain work already accomplished in that township.

Mercer Co.-Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved plans and specification for Old York Road, Hamilton Township, Mercer County.

Middlesex County-Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Mill Lane Road, North Brunswick Township, Middlesex County.

Mercer County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Mountain Ave., Princeton Township, Mercer County Township Aid, subject to approval of the State Highway Engineer before advertisement on this work.

Bergen County, Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved award of contract by Hohokus Township, on the Wyckoff-Ramsey Road, Hohokus Township, Bergen County.

Phillipsburg-Belvidere Road,
Section 2. Warren County,
Federal Aid ~~Request~~

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the application of the Board of Freeholders of Warren County for Federal Aid on the Phillipsburg-Belvidere Road, Section 2, Warren County.

Sussex County, Motor Vehicle Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the Lakeside Boulevard, Section 1, Sussex County, Motor Vehicle Aid Work, subject to final inspection by Commissioner Kidde.

Cape May County, M. V. Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Roosevelt Boulevard, Section 2, Cape May County, Motor Vehicle Aid work.

Hainesburg-Columbia Road,
Warren County, Federal Aid

Assistant State Highway Engineer Reed reported to the Commission that he had received word from Warren County that bids had been obtained on the Hainesburg-Columbia Road, Federal Aid Project in Warren County,and that the Board of Freeholders would recommend award of contract to Salmon Brothers,the lowest bidders on this work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved award of contract by Warren County for the Hainesburg-Columbia Road, Federal Aid Project #52, to Salmon Brothers of Netcong, N. J., at their low bid of $137,823.41.

Route 1, Jersey City Extension

State Highway Engineer Sloan presented to the Commission a report received by him from Mr. Fred Lavis, Assistant Engineer of

Construction on Route 1, Extension at Jersey City, inquiring as to whether the Commission desired to make any decision at this time concerning the use of bridges or tunnels over the Hackensack and Passaic Rivers, in order that he may determine what work is necessary for the preparation of plans and specifications. State Highway Engineer Sloan recommended to the Commission that high level bridges with a clearance of 40' be adopted for design by the Jersey City office, in view of the fact that the economics of the situation, as ascertained by the Advisory Board, will not justify the expenditures necessary for the construction of tunnels. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the preparation of plans and specifications for the construction of high level bridges over the Hackensack and Passaic Rivers with an underclearance of not less than 40'.

Hackensack River Bridge

State Highway Engineer Sloan presented to the Commission an outline of the proposed program to be placed before the War Department on August 20th, on the matter of the Lincoln Highway Bridge on the Hackensack River, and on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the outline as presented by the State Highway Engineer and directed that proper replies of these arguments be made before the War Department by the Bridge Engineer of the Department.

Route 11, Section 9, Bridge

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an agreement with the County of Essex for the additional work on a bridge between Newark and Belleville on Rt. 11, Section 9 at Belleville.

Construction Program, 1925

State Highway Engineer Sloan next requested a conference with the Commission on the matter of the 1925 road construction program. The Commission then went into conference on this matter, after which Commissioner Jelin moved that a copy of the program as presented by the State Highway Engineer, be forwarded to each of the Commissioners for study before the next meeting and that the

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Engineering forces be authorized to proceed at once upon the survey of Route 4 from Toms River south and on Route 8 from Newfoundland to Stickholm, pending approval of the final program.

On motion by Mr. Jelin, seconded by Mr. Stewart, Chairman Kidde was authorized to sign for the Commission all contracts, payments and other papers required to be executed until the next meeting of the Commission, due to the absence of Chairman H. L. Scott who is outside the State.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adjourned at 5:30 P. M., to meet on the call of the Chairman.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - September 9, 1924

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 9th, 1924.

Present: Messrs. Walter Kidde, Percy H. Stewart and
Abraham Jelin.

Absent: General Scott, who is on a trip through the West.

Commissioner Kidde moved the election of Mr. Stewart as Chairman pro tempore for this meeting. This was seconded by Mr. Jelin and Mr. Stewart called the meeting to order as temporary Chairman at 11:00 A.M.

Route 20, through Clayton

The Secretary informed the Commission that a delegation from the Borough of Clayton on State Highway Route 20, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Davis of Gloucester City, together with County Engineer Cattell, Mayor J. E. Potter of Clayton, and a number of citizens of Clayton, appeared and informed the Commission that in view of the proposed construction of Route 20 between Glassboro and Clayton, it was the desire of the Borough of Clayton to improve full width about one mile of the highway leading through the business portion of Clayton. Mayor Potter informed the Commission that the Borough was desirous of ascertaining what share of the cost the State Highway Commission would assume and whether it would be possible for the work to be done under the State contract and reimbursement to be made to the State for such widening as was to be borne by the municipality. State Highway Engineer Sloan informed the Commission that it was the purpose to improve a 22 foot paved width through the Borough of Clayton. Chairman Stewart then informed the delegation that in accordance with standards of the Department, the State Highway Commission would be willing to have such extra width done as the Borough of Clayton desired, providing a proper agreement was forwarded by the Borough of Clayton covering this matter. Senator Davis, as Counsel for the Borough, requested that the necessary standard form of agreement to be adopted by the Borough, be forwarded to him at the earliest possible date.

Route 6, Woodbury Trolley Tracks

Senator Davis took occasion to inquire as to what the possibilities were for the improvement of the trolley track area in Woodbury just below that work completed last year on Route 6. On motion by Mr. Kidde, seconded by Mr. Jelin, this matter was ordered referred to State Highway Engineer Sloan for study as to charter of the Street Railway Company and to give such cooperation to Senator Davis as was possible in order to investigate this situation.

Cross Keys-Williamstown Road,
Gloucester County

County Engineer Cattell presented to the Commission plans and specifications for the construction of the Cross Keys-Williamstown Road and requested State Aid thereon, or the rejection of same if State Aid could not be granted. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission rejected plans and specifications for the Cross Keys-Williamstown Road, due to lack of funds in order that the County may proceed from its own resources.

Route 13, Lawrenceville

The Secretary informed the Commission that Mr. Alfred W. Bogart was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Bogart appeared and informed the Commission that the improvement of Route 13 at Lawrenceville had done him an injustice in that it had raised the grade of the road in front of his property to such an extent that access to his property was bound to be flooded unless he made an extensive fill and he asked for some relief from the Department. Chairman Stewart outlined to Mr. Bogart the law on this matter, which was to the effect that the State Highway Commission cannot be responsible for damage to property resulting from change in grade of existing highways. Mr. Bogart asked if there was any way in which he could be given the necessary fill for his property. State Highway Engineer Sloan advised that there was to be a widening accomplished on this road which may yield a small quantity of dirt and this would be given to Mr. Bogart.

Experimental Roads

The Secretary informed the Commission that Dr. Jacob G. Lipman, Director of the New Jersey Agricultural Experiment Station at New Brunswick, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Dr. Lipman appeared and advised that following receipt of information from the State Highway Commission, That the Commission would be willing to expend $5,000 for experimental road work at the College Farm if the College authorities themselves would appropriate

$10,000, he had investigated the budget and found it would not be possible for the College authorities to appropriate more than $5,000 toward the work and he requested information as to whether the State Highway Commission would still be willing to maintain the ratio offer which would make the State's share $2,500. State Highway Engineer Sloan presented to the Commission a report prepared by him in connection with this experimental road work in which he recommended to the Commission that in the event the College authorities would be willing to improve the roads at the experimental station in accordance with macadam pavement under the direction of the State Highway Commission, he would experiment with the placing of slow c curing oil upon this macadam to see whether this would make a favorable improvement. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the expenditure of $2000 from State funds for experimental road work at the New Jersey Agricultural Farm under the supervision of the State Highway Engineer, this amount to be expended in conjunction with an appropriation by the New Jersey Agricultural Experimental Station of a sum not less than $4000.00.

Uniform Highway Methods

Dr. Lipman took occasion to address the Commission on the matter of establishing a standard specification for the improvement of roads within State Institutions. He advised that at the present time there was no systematic method of road improvement and that there was a chance for considerable saving in his opinion if the State Highway Commission would undertake to prescribe the type of improvement for each institution. State Highway Engineer Sloan informed the Commission that due to the various characters of soil in different parts of the State, it would not be possible to standardize the type of construction, but the various institutions, when there was any large amount of expenditure involved, were accepting the advice of the State Highway Department in almost every case. Commissioner Kidde cited the fact that when he was connected with the Board of Managers of the Glen Gardner Sanatorium the road work was done with the cooperation of the State Highway Department.

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Ramshorn Road - Wall Twp.,
Monmouth County

The Secretary informed the Commission that a delegation from Wall Township, Monmouth County was present and desired a hearing. On motion duly seconded, a hearing was granted, Mr. Henry C. Warwick, Township Clerk of Wall Township, appeared before the Commission and advised that a misunderstanding had arisen between the State Highway Projects Division and the Township Officers concerning the work being done on the Ramshorn Road under Township Aid Account. He advised, however, that this matter was now straightened out with Assistant State Highway Engineer Reed, the trouble having been that the Township had undertaken this work on a force account basis, but appeared to have awarded the same to a contractor, the reason for this,.he explained, was the fact that this contractor had accepted the work on the basis of acting as a supervisor and agreeing to perform two and one-fourth miles of improvement for the amount of money which the Township had available, namely, $8,000.00, and the Township would pay on a force account basis for the hire of labor, equipment and materials. Assistant State Highway Engineer Reed informed the Commission that there was no further action necessary on the part of the Commission.

Court Opinions

The Secretary presented to the Commission a communication received from the Assistant Attorney General, transmitting an opinion filed by the Chancellor in the matter of complaint made by John Goodavage, in which the Court stated that any action by Mr. Goodavage must take the form of a mandamus and is not a court of equity case. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and placed on file with the departmental records.

Township Aid - Gloucester Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication from Mr. R. M. Lipman, of Vineland, requesting additional township aid for Garden Road, Salem County, be filed with other requests received.

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Conventions

The Secretary presented a communication and telegram received by the State Highway Engineer from the American Association of State Highway Officials requesting representation at their convention to be held at San Francisco in November of this year. On motion by Mr. Kidde, seconded by Mr. Jelin, this communication was ordered held in abeyance until after Chairman Scott returns.

Signs

Commissioner Kidde stated that he was interested in ascertaining to what extent the counties of the State have expended the $2000 authorized for the placing of directionary signs throughout the State and he moved that a report on this matter be presented at an early date. This was seconded by Mr. Jelin and adopted.

Route 4, Toms River

The Secretary presented a communication and petition from residents of Waretown in Ocean County, petitioning the Commission not to change the line of Route 4, so that it will eliminate Waretown from the highway route. Commissioner Kidde stated that he had also been petitioned by two ladies concerning this matter. On motion by Mr. Jelin, seconded by Mr. Kidde, the petition was ordered received and placed on file.

Route 1- General

The Secretary informed the Commission that a Mrs. Silverman who was interested in placing a business stand on Lincoln Highway was present and desired information concerning the location for such a stand. Chairman Stewart directed that Mrs. Silverman take the matter up with State Highway Engineer Sloan.

The Schedule of Business was next taken up item by item as follows, with the recommendations of the State Highway Engineer:

Rt. 5, Sec. 13, Budd Lake-Netcong

There was presented bids received for the paving of Route 5, Section 13, Budd Lake-Netcong Section, with the recommendation that award be made to the Public Service Production Company of Newark at their's the lowest bid of $103,280.54:

Public Service Production Co.	$ 103,280.54
J. F. Chapman & Son	106,692.80
Charles T. Kavanagh	108,874.25

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the contract for the paving of Route 5, Section 13, Budd Lake-Netcong Section, be and the same is hereby awarded to the Public Service Prod. Company of Newark, New Jersey, at their's the lowest bid amounting to $103,580.54., and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 18, Sec. 1, Borough of Alpine

There was submitted the following report of bids received for the construction of Route 18, Sec. 1, Borough of Alpine. State Highway Engineer Sloan informed the Commission that the bids received were in excess of the estimate originally made for the work, but in view of the fact that the work is in small quantities and the urgent need for this improvement in connection with ferry traffic, he was prepared to recommend that the bids be accepted and the award be made to the lowest bidder, John J. McGarry, at $115,024.59:

John J. McGarry	$115,024.59
N. J. Construction Co.	122,269.92
E. C. Humphrey	122,829.70
Wm. C. Hall	123,567.44
T. J. M. Cont. Co.	124,959.12
George M. Brewster	128,162.70
Fleming & Sheppard Co.	129,322.10

Commissioner Kidde advised that he had received a communication from Mr. Manuel Rionda recommending that this work be held up for a longer section and also a communication from the Westchester Ferry Co. urging the immediate improvement of this work. State Highway Engineer Sloan also informed the Commission that comparing the prices received in this vicinity be Bergen County, the bid of the lowest bidder was not excessive and from the fact that there were seven bidders on this work, it appears that satisfactory competition had been established. Commissioner Jelin stated that he was sure that even were the work readvertised no lower prices could be secured and he moved that in view of the necessity for completing this work

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during this year, award be made in accordance with the following resolution:

> RESOLVED, that the contract for the construction of Rt. 18, Sec. 1, Borough of Alpine, be and the same is hereby awarded to John J. McGarry, of Edgewater, N. J., at ~~their's~~ his, the lowest bid amounting to $115,024.59, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

This was seconded by Mr. Kidde and adopted.

Mr. Schwartzstein of the Westchester Ferry Company was present and expressed his appreciation to the Commission for the proposed improvement.

Route 18 - General

Commissioner Kidde requested that the State Highway Engineer make report as soon as possible as to the line and grade for the further improvement of Route 18. State Highway Engineer Sloan advised that these matters are held at the present time due to right of way negotiations.

Route 8, - Mountain View

There was presented a report of bids received for the construction of approaches to the Mountain View Grade Crossing Elimination on Rt. 8, with the recommendation that award be made to the lowest bidder, the United Building & Construction Co., of Lodi, N. J., at $103,017.70, as follows:

United Building & Construction Co.	$103,017.70
Conrad Sebolt	106,737.95
T. J. M. Contracting Company	107, 418.60
Franklin Contracting Company	107,980.00
Public Service Production Company	109,055.11
Gerritson Construction Company	113,281.51
Stryker & Stryker	118,406.25
J. F. Chapman & Son	119,862.50
Weldon Contracting Company	128,824.18
Philip Kramer	129,538.75
W. A. Ferguson's Sons, Inc.	130,811.81
Tuller Construction Company	134,751.30
B. Franklin, Jr.	147,758.30
Jose Naples, Inc.	175,622.50

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the contract for the construction of approaches to the Mountain View Grade Crossing Elimination on Route 8, be and the same is hereby awarded to the United Building & Construction Co., of Lodi, N. J., at their's the lowest bid amounting to $103,017.70, and

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BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Edison Pioneers Memorial

The Secretary informed the Commission that Mr. Van Orden, representing the Edison Pioneers Society, was present and desired a conference concerning a proposed monument to be erected at Menlo Park, New Jersey, on the Lincoln Highway in honor of Mr. Edison. Mr. Van Orden presented a sketch of the proposed monument which was to be a tall stone with a tablet thereon. Commissioner Kidde stated that there ~~would~~ could be no objection to this monument provided it would not interfere with State Highway improvement. State Highway Engineer Sloan informed the Commission that he had made recommendation to Mr. Van Orden concerning the method of making the approach to the monument in order that it would not conflict with further development of the highway. Chairman Stewart stated also that any arrangements made for the placing of the monument must necessarily be with the provision that the State Highway Commission reserves the right to remove the monument ~~at any time it feels necessary for~~ if road improvements necessitate such action. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the installation of monument at Menlo Park by Edison Pioneers, subject to approval of satisfactory plan by the State Highway Engineer.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission recessed for luncheon at 1:00 P. M. to meet in regular session at 2:30 P. M.

The meeting was resumed at 2:30 P. M. with the same members present as at the morning session.

Route 20, Glassboro-Clayton

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the advertisement for the construction of State Highway Route 20, Glassboro-Clayton Section, bids to be received on September 23d.

Route 8, - Reeves Bridge

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the reconstruction of Reeves Bridge on Route 8, and authorized advertisement for the same.

Route 15, Menantico Creek Br.
Route 6, Alloway Creek Bridge

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the reconstruction of Menantico Creek Bridge on Route 15, and authorized the advertisement for this work. State Highway Engineer Sloan explained that in view of the fact that Alloway Creek Bridge plans on Route 6 were not ready due to delay in War Department approvals, this work was substituted in the 1924 program.

Rt. 9, Sec. 14, County Line -
North Branch

State Highway Engineer Sloan reported the completion of Route 9, Section 14, County Line-North Branch Section. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this section be referred to Commissioner Stewart for final inspection prior to acceptance.

Route 16, Sec. 5, South Somer-
ville-Woods Tavern

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Route 16, Section 5, South Somerville-Woods Tavern be inspected by Commissioner Stewart before final acceptance.

Rt. 16, Sec. 6, Passaic River-
Morris Township Line

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the completed work on Route 16, Section 6, Passaic River-Morris Township Line, be inspected by Commissioner Kidde prior to final acceptance.

Route 5, Sec. 13, Budd Lake-
Netcong

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the completed paving work on Route 5, Sec. 13, Budd Lake-Netcong Section, be referred to Commissioner Kidde for final inspection before acceptance.

Right of Way - Route 2

State Highway Engineer Sloan presented to the Commission a bill in favor of Sarah A. Fleetwood et al. in the sum of $1,440.00, covering the removal of building on property obtained from them on work on Route 2, Section 4, through Burlington, due to the fact that there is difficulty in securing the signing of the deed, and the Attorney General has endorsed the bill for payment in order that the work may proceed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the payment of $1,440.00 to Sarah A. Fleetwood et al. in accordance with the recommendations of the Attorney General's Department.

Right of Way - Route 6

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of a deed for property of Edward A. & Blanch M. Foster, Route 6, Sec. 5, Shirley-Old Man's Creek Section, for the consideration of $225.00.

Right of Way - Route 5

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved revision of agreement for property of J. B. & Lewis R. Kamenour, on Route 5, Section 11, Delaware-Belvidere Section, due to change in line, a new right of way and easement for the construction of a retaining wall to be granted by Mr. Kamenour.

Right of Way, Route 3

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of property from the estate of Joseph Wharton, on Route 3, Section 11, for the amount of $100.00.

Right of Way - Route 14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized an offer of $400.00 to be made to Rinaldo & Roxanna Groome, for the acquisition of Parcel 16, Route 14, Sec. 11, Petersburg-Tuckahoe Section, and in the event of failure to accept, that the property be acquired by condemnation.

Right of Way - Route 5

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel 34, Route 5, Section 13, from A. P. Villa & Bros. Inc., for the consideration of $1.00, and directed that a letter of thanks be forwarded.

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Right of Way - Route 14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 10, Seaville-Petersburg:

Parcels 6 & 6-A,	Keike Nagatsuka,	$ 39.50
" 7 & 7-A,	Daniel Ott,	39.00
" 16.	Gaston Bosman,	1.00
" 17,	L. D. & Mary C. Bozarth,	46.00

Right of Way - Route 14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe:

Parcels 1	Eliza D. & James Smith	$ 1.00
" 2 & 2-A,	Eliza D. & James Smith	116.00
" 3,	Mrs. Juliette Taylor,	800.00
" 19 & 19-A,	Wm. E. Massey & Reuben W. Edwards	100.00

Right of Way, Route 16,

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase Parcel 2, from Harry J. & Lillian D. Foskett, on Route 16, Section 6-A, Blaziers Corner-Van Dorans Mills. for the sum of $200.00.

Right of Way - Route 7

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcels 32, 35, 38, 39, & 41, from N. J. Robbins, on Route 7, Section 3, for the sum of $1,600.00.

Right of Way, Route 7

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel 9-E, from James P. Clyne, on Route 7, Section 2, for the sum of $200.00.

Right of Way, Route 8

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 8, Mountain View Grade Crossing Elimination:

Parcel #10, Mrs. Eva D. Suling,	consideration	$ 380.00
" #11, Alica B. Lathan,	"	350.00

Right of way - Route 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized an offer of $100.00 to be made to Anna [illegible] for property on Route 4, Bass River Bridge and in the event of failure to accept, that the same be acquired by condemnation.

Right of Way, Route 3

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized an offer of $100.00 to be made to Edward Miller and James Brearey, for property known as Parcel 4 on Route 3, Section 11, and in the event of failure to accept, that the same be acquired by condemnation.

Right of Way, Route 6

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted an easement for drainage rights over parcel #2 on Route #6, Sec. #13, from Mrs. Carrie E. Davis, for the consideration of $20.00.

Abandonment of Route 4. -
Point Pleasant Beach

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolutions for the abandonment of unused portion of Route 4, on account of re-alignment through the Borough of Point Pleasant Beach in Ocean County:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 4, from a point of Route 1, in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middleton, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route 4, Section 21 from Point Pleasant Beach to Laurelton, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc., and,

WHEREAS, upon the construction of the said route and section of the revised line, there is a portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey, that the certain portion of State Highway Route 4, Section 21 as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 4, Section 21 and vacated in accordance with the provisions of Chapter 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, of the Laws of 1919.

Beginning at a point in the easterly side of Richmond Ave. and on the center line of Ocean Avenue in the Borough of Point Pleasant Beach; thence (1) along Ocean Ave. North fifty-eight degrees, eleven minutes and thirty seconds West (N 59° 11' 30"W) a distance of seven hundred twenty (720'+) feet more or less to a point, said point being sixty-six (66') feet from and measured at right angles to station 15+ 00 more or less on the new road as constructed.

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BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Ocean County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over May 1st., 1920, lying outside the limits of the acquired right of way of the new road as constructed between the easterly side of Richmond Ave. and sixty-six feet (66') southerly from Station 15+ 00 as shown on plan on file in the offices of the said State Highway Commission, at Trenton, N. J.

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WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 4, from a point on Route 1, in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middleton, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvemtnt of the said State Highway Route No. 4, Section No. 21 from Point Pleasant Beach to Laurelton, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 4, Section 21 as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 4, Section 21 and vacated in accordance with the provisions of Chapter 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter [illegible]30 of the Laws of 191[illegible]:

Beginning at a point on the center line of Richmond Ave., as taken over May 1, 1920 from the Borough of Point Pleasant Beach, Ocean County, said point being at Station 8+ 63 more or less on the center line of Richmond Avenue (the tangent of Route 4, Section 21 as constructed) thence (1) along the said center line of Richmond Avenue South two degrees, thirty-four minutes and thirty seconds West (2° 34' 30"W) a distance of six hundred seventy feet (670') to the northerly side of Ocean Avenue.

BE IT FURTHER RESOLVEDthat a notice of this vaction be forwarded to the Mayor and Borough Council of the Borough of Point Pleasant Beach, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of Richmond Avenue as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between station 8 + 63 and the northerly side of Ocean Avenue as shown on the plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

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Cheesequake Creek Bridge - Rt. 4

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the employment of the Strauss Bascule Bridge Company for the preparing of plans and specifications for Cheesequake Creek Bridge on the Morgan-Keyport Cut Off, Route 4, for the sum of $4,000.00, the estimated cost of the superstructure being $65,000.00

Scales -

Right of Way, Rt. 9, Bound Brook

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance by the State of a location on Vosseller Avenue, Bound Brook, for weighing scales of the Department from the Standard Oil Company Plant at Plainfield for the consideration of $1.00.

Route 8, Bloomingdale

State Highway Engineer Sloan presented to the Commission estimate of cost for the improvement at Union Square on Route 8 in the Borough of Bloomingdale, in order to relieve a serious traffic congestion. This estimate showed the total cost of the improvement at $38,179,35 and he recommended that the Borough of Bloomingdale be requested to share in this expense in view of the fact that it will be to a great extent, an improvement benefiting the Borough of Bloomingdale. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be taken up with the Borough of Bloomingdale by the State Highway Engineer to ascertain what portion of the cost the Borough of Bloomingdale would be willing to expend in the event this improvement is carried out.

Route 5, Section 12.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission granted permission to Crilly & Cannon Const. Co., contractors on Rt. 5, Sec. 12, Netcong-Canal Culvert, to sublet the construction of curbs to Albert J. Wick & Son of Netcong, New Jersey.

Permits -

Route 16, Bernardsville

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission granted permission to the Borough of Bernardsville to close a portion of Route 16, in front of the Bernardsville Library on September 12, for the unveiling of a monument, provided the Borough will furnish sufficient men to properly direct traffic around the detour.

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Route 3, Hammonton

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered a communication from the Atlantic City Chamber of Commerce, concerning the removal of trees on Route 3 at Hammonton, to be acknowledged and filed.

Grade Crossing Eliminations

On motion by Mr. Jelin, seconded by Mr. Kidde. the State Highway Commission directed that a communication from W. S. Fournier of East Orange, New Jersey, on the subject of grade crossing eliminations. be received and placed on file.

Route 7, Section 3

State Highway Engineer Sloan presented to the Commission a report from Assistant Construction Engineer Moore, on the possibilities of reducing the grade of the railroad on Route 7, Section 3, as brought before the Commission by Mr. John Hastie at its last meeting. This report brought out the fact that because the grade crossing of the railroad covering a distance of a mile, it will not be practicable for the railroad to drop the grade of its track in this distance and the State Highway Engineer recommended that the property necessary to affect a grade crossing elimination on Route 7, Section 3, be acquired at this time in order that the work on the crossing may be undertaken next year when funds are available, the railroad company to share 50% in the cost of the elimination. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the acquisition of property necessary for the elimination of grade crossing on Route 7, Section 3, and directed that Mr. Hastie be advised that the Commission has given consideration to his suggestion and has decided to proceed along these lines.

Hackensack River Bridge

State Highway Engineer Sloan presented to the Commission a copy of the proceedings of a hearing conducted by the War Department on the Hackensack River Bridge on Route 1. He read sections from this report in which Col. Newcomer acting for the War Department requested information from the State Highway Commission as to what they considered sufficient clearance for the Hackensack Bridge, which was to be rebuilt with a new draw. The Commission considered very carefully the nature of this reply and on motion by Mr. Kidde, seconded by Mr. Jelin, directed that Col. Newcomer be advised that the State Highway Commission is now preparing plans for a new bridge over the Hackensack River with a 40' clearance further up the river than the present structure; these plans will be submitted to the War Department at the earliest possible date. In the meantime, the State Highway Commission requests that Col. Newcomer agree to the rebuilding of the present State Highway Bridge as it was as first, namely, with a 14' clearance and the span to be increased as suggested, to 150', this request being made for the reason that upon the completion of the new bridge, the greater part of the traffic will be diverted to the new structure and it is the belief of the State Highway Commission that the bridge in its present location having been located there for many years and having served its purpose, will be ample until the new structure is completed.

Robert W. Hunt Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer for a change in the contract with the Robert W. Hunt Co., so as to include an item for the inspection of welded steel rod fabric at a price of $1.00 per ton.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ratified the following employments as approved by the State Highway Engineer since the last meeting of the Commission:

8-26-24	John Kandelky,	Bridge Designer	$ 250.	mo.
8-25-24	John R. Stubbins,	Office Engineer,	250.	
9- 1-24	Samuel H. Cohen,	Bridge Designer,	200.	
8-16-24	Max Ellis,	Rodman,	75.	
8-16-24	Rex. Bridgman,	Asst. Civ. Engineer,	150.	
8-16-24	Chas. G. Krueger,	" " "	165.	
8-25-24	John A. Whitehead, Jr.	Rodman,	90.	
8-25-24	L. R. Shellenberger	Ch. Bridge Designer	325.	
9-2 -24	John D. Suber,	Resident Engineer,	225.	
8-25-24	James R. MacBean,	Senior Draftsman,	190.	
9- 2-24	Emanuel L. Kapel,	Jr. Engineer,	125.	
8-26-24	Charles Doherty,	Office Boy,	40.	
9- 2-24	James V. Applegate,	Jr. Inspector,	125.	
8-25-24	W. A. Coleman,	Sr. Clk. Sten.	100.	
9- 1-24	H. E. Volckmann,	Bridge Inspector,	175.	
8-25-24	A. V. K. McGee,	Material Inspector,	125.	
8-21-24	A. F. Kretzo,	Laboratory Assistant,	0.	

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9- 5-24	Chas. L. McCabe,	Core Drill Mechanic,	.70 hour
9- 2-24	Joseph Kelly,	Clerk Typist,	90.
9- 3-24	W. H. Spencer,	Bridge Detailer,	165.
9- 3-24	A. S. Hall,	" "	190.
9- 1-24	Harry C. Short,	Gravel Patrolman,	75.
9- 1-24	Harry W. Feckler,	Bridge Tender,	70.
9-2 -24	Harry C. Paxton,	Highway Inspector,	155.
9-15-24	Hazel V. Richert,	Telephone Operator,	80.
9-15-24	Louis Swiller,	Clerk Typist,	80.

Hourly Basis, Employments

8-16-24	Fred Ridgway,	Motor Truck Driver.	.40 hr.
8-29-24	H. M. Thrombley,	" " "	.45
8- 1-24	Dominick Girard,	" " "	.40
8- 1-24	Thomas Capano,	" " "	.40
8- 1-24	Russell Langin,	" " "	.45
8-11-24	Wm. Fleming,	" " "	.45
8-20-24	Melvin Friedland,	" " "	.45
8-28-24	Perry Kaiser,	Gar. Assistant.	.45
8-25-24	Chas. H. Roedil,	" "	.45
8-27-24	James McAdams,	" "	.45
8-26-24	Robert S. Carman,	" "	.45
8-27-24	Frank C. Weber,	" "	.50
8-26-24	W. G. Rovy,	Mechanic	.45
			.50

Increases (Hourly basis)

8-16-24	G. W. Ziegler,	Mechanic,	$ .60 to .65
8-16-24	Wm. Lawlor,	Gar. Asst.	.50 " .55

Increases, (Monthly basis)

8-1-24	H. W. Lefferson,	Sr. Cost Clerk.	$140. to 150.
9-1-24	A. A. Quinn,	Brid. Foreman,	165. to 180.
9-1-24	C. F. Adams,	Jr. Inspec.	125. to 135.

Promotions

9-1-24	Geo. H. Williamson,	Clerk Steno. $110. to to Sr. Clerk, $115.
9-1-24	Lillian Courtney,	Clerk Steno. $110. to Sr. Clk. $115.
	Edw. Knorr,	Cost Clerk, $110. to Sr. Clk. $115.
9-1-24	Rose Fromkin,	Clk. Steno., $100. to Sr. Clk. $110.
9-1-24	Ernest J. Birch,	File Clerk, $110. to Sr. Clk. $115.
9-1-24	Norman Lister,	Permanent appointment, $115.
8-21-24	A. E. Lee.	Jr. Insp. $135. to Brid. Const. Insp. $165.
9-1-24	I. B. Thomas,	Title Searcher $150. to Res. Engr. $200.
9-1-24	J. W. French,	Sr. Cost Clerk. $125. to Prin. Clk. $135.

Discontinued Employments

9-15-24	A. T. Weisse,	Brid. Const. Insp.	L. O. Discharged
8-31-24	Randall Thompson,	Brid. Tender,	Resigned
8-31-24	F. A. Chamberlain, Jr.	Rodman,	"
8-29- 4	Jack Bosch,	"	"
9- 1-24	Edw. Kilpatrick, Jr.	"	"
9-15-24	W. R. Stevens,	"	"
8-15-24	Perry J. Bryans,	Eng. Draftman,	L. O. Dischgd.
9- 1-24	S. E. Weil,	Cost Clerk,	Resigned
9- 1-24	F. L. Sprague,	Mat. Clk.	"
9- 1-24	Donald Rine,	Jr. Engr.	"
9- 1-24	F. T. Mulroy,	Asphalt Plant Insp.	L. O. Dischgd.
9-1 -24	R. A. Hirschfeld,	Asst. Test. Chem.	Resigned
9-1- 24	L. S. Downs,	" " "	"
9-12-24	Wm. E. Mayers,	" " "	"
9- 9-24	Theo. Banks,	" " "	"
9-13-24	Bernard Forer,	Laboratory Assistant,	"
9- 6-24	I. E. Rineberg,	Asst. Test. Chemist,	"
8-21-24	Ellen Shaw,	Telephone Operator,	"
8-23-24	Wm. D'Arcy,	Office Boy,	"
8-25-24	John T. Roddan,	Laboratory Assistant,	"

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Commissioner Kidde inquired as to the method of handling of the work of the Camden Approach and was informed by the State Highway Engineer that it was found necessary to establish a separate office in Camden under Mr. H. W. Giffin, as Division Engineer. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the work on the Camden Advisory Board Project be handled through a special Camden office on account of the importance of having the work done quickly instead of carrying the same through the Southern Division as originally authorized..

Exhibits

There was presented a report from William T. Campbell, Administrative Clerk, advising of the Benefit derived from the exhibit of the State Highway Department at the Flemington Fair. On motion by Mr. Kidde, seconded by Mr. Jelin, the report was ordered placed on file.

Township Aid-Eldora-Belle Plain

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an application from Morris River Township for aid to the extent of $1,500.00 to complete guard rail on the Eldora-Belle Plain road, Cumberland County, Township Aid.

Township Aid Agreement-Somerset Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Township Aid agreement for Rehill Avenue, Somerville Borough, Somerset County.

Township Aid Agreements, Burlington County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State High-Commission approved the following Township Aid agreements in Burlington County:

Chatsworth-Ocean Co. Line Rd., Sec. 1, Woodland Township
Marlton-Kresson Road, Evesham Twp.

Township Aid Force Account, Camden County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the Township Aid Force Account Agreement for Blue Anchor Bradley Sicklerville Road, Winslow Township Camden County.

September 9, 1924.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following Township Aid Agreements in Cape May County:

Stepsons Island Road, Dennis Township.
Clermont Road, Dennis Township.

Township Aid Agreements-Cumberland County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Township Aid Agreements for the following roads in Cumberland County:

Perry Island Road, Downe Township.
Turkey Point Road, Section 2, Downe Township.
Herring Row Road, Fairfield Township.

Twp. Aid Final Statements

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved Township Aid Final Statements on the following roads:

Bre[illegible] water Road - Lower Township, Cape May County.
Yank Walk Road, Commercial Township, Cumberland Co.
Canton-Greenwich Road, Greenwich Township, Cumberland Co.
Cumberland-Port Elizabeth Rd., Maurice River Twp., Cumberland County.
Daretown-Woodstown Road, Upper Pittsgrove Twp., Salem Co.
Washington-Oxford-Harmville Road, Mansfield Twp., Warren Co.
Laurelton - Allen Osborne Bridge Rd., Brick Twp., Ocean County.

Township Aid Agreement-Salem Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved Township Aid Agreement for Daretown-Woodstown Road, Pilesgrove Township, Salem County.

Township Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the following Township Aid work:

Lawn Park Ave., Lawrence Twp., Mercer County.
Stockton-Sergeantsville Rd., Sec. 2, Delaware Twp., Hunterdon County.
Middletown-New Monmouth Rd., Middletown Twp., Monmouth Co.
Stewartsville-Bloomsbury Rd., Greenwich Twp., Warren Co.
Morris Ave. from Wood Ave. to Woodlawn Ave., Linden Township, Union County.

Township Aid - Transfer

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the transfer of the balance of $5,500 from Cranford Avenue to Morris Ave., Linden Township, Union County.

September 9, 1924.

Township Aid-Award of contracts

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following Township Aid contract awards:

Neptune Township, Monmouth County, Bangs Avenue.
Linden Twp. Union County, Morris Ave. from Wood Ave. to Woodlawn Ave.
Clementon Twp., Camdon County, on Erial Road.
North Brunswick Twp., Middlesex County, Mill Lane, Section 2.

Crestmoor Bridge and Approaches

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for Crestmoor Bridge and approaches, Hunterdon County, Motor Vehicle Aid.

East Broad St., Westfield,
Union County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by the Town of Westfield, for East Broad Street, Westfield, Union County, Motor Vehicle Aid.

Prospect Ave., Essex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Essex County for Prospect Ave., in Verona and So. Orange, to the Jannarone Cont. Co.

Extension of Time-Cape May Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of extension of time granted by Cape May County on Roosevelt Boulevard, Section 2, for 45 days.

Township & Borough Aid, Essex Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the Force Account Agreement for Fells Road and Beach Tree Lane, Essex Fells Borough, Essex County, work done with Township and Borough Aid.

Borough of Roselle

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of a resolution by Union County withdrawing application for aid on the improvement of West Grand Street and First Ave., in the City of Elizabeth and Borough of Roselle, this work to be done at the entire expense of the County and the funds apportioned for this work to be used for ordinary maintenance and repair work in accordance with achedule as filed by the County, further directing that the sum of $10,000 be paid from the County apportionment direct to the town of Westfield for work done in Westfield.

Rt. 4, Traffic Beacon-Ocean Co.

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Maintenance, advising of correspondence had with the Road Committee of the Township of Union, in Ocean County, following request made by the State for the removal of a traffic Beacon erected by Union Township in the center of State Highway Route 4, at Barnegat. He advised the Commission that the Township still refuses to remove the signal even though instructions to this effect have been given by the department. He recommended to the Commission that in view of the fact that this beacon stands on State Highways and causes a nuisance thereon, the Commission should authorize the removal of the beacon by the Maintenance Department. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a written notice be given the Township, requesting the removal of this beacon within three days and if not complied with, that the MaintenanceDepartment proceed to remove the beacon in accordance with directions of the Attorney General.

Route 1, Highland Park

State Highway Engineer Sloan informed the Commission that there was also an encroachment on Route 1, at Highland Park,by the installation of a gasoline filling apparatus at the curb line in front of Taylor Bros. Garage, just west of Duclos Avenue, Highland Park on Rt. 1. Chairman Stewart requested the opinion of the Attorney General concerning the removal of gasoline stations and he read therefrom that proper remedy for encroachments upon the highway would be to have a court of equity compel its removal on information by the Attorney General by means of an injunction. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Attorney General be requested in accordance with the report of the State Highway Engineer to obtain the necessary injunction for the removal of a gasoline station in Highland Park, on Route 1.

Route 16, Section 6

State Highway Engineer Sloan presented to the Commission a communication from Charles T. Kavanagh, contractor on Route 16, Section 6, Passaic River-Morris County Line, protesting a~~t~~ deduction made by the State on account of overrun on his contract. He also advised that there was an error in the total over-due charge against his contract, ~~H~~his total overrun being 36 instead of 38 days. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ordered the communication received and a correction made in the amount of penalty against this contract from 18 to 16 days.

Shore Route, Morgan-Keyport

State Highway Engineer Sloan informed the Commission that in order to proceed with the improvement of the shore route relief line between Morgan and Keyport, the necessary hearing for the adoption of a line should be held within a short time. Commissioner Kidde moved that such a hearing be authorized to be held in South Amboy on Thursday September 18, at 3:00 P.M., at the City Hall, and directed that the Secretary make arrangements accordingly. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized Mr. Stewart, Chairman pro tempore, to sign all contracts and other necessary papers requiring signature on behalf of the State Highway Commission until the next meeting of the Commission.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting adjourned at 5:30 P.M. to meet in regular session on Tuesday, September 16th, at 10:30 A. M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - September 16, 1924.

A regular meeting of the State Highway Commission was held at the office of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 16, 1924.

Present: Mr. [illegible], Mr. Percy H. Stewart and
Mr. [illegible] Julin.

Absent: Chairman [illegible] L. [illegible] on a trip to the West.

Commissioner [illegible] nominated Mr. Stewart as Chairman pro tempore, in the absence of Chairman [illegible]. This was seconded by Mr. Julin, and Mr. Stewart called the meeting to order at 10:30 A.M.

Millville-Port Norris Road,
Cumberland County, Federal Aid.

The Secretary informed the Commission that Mr. Roscoe Ward, County Engineer for Cumberland County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Ward appeared and advised that the [illegible] is ready to complete the construction of the Millville-Port Norris Road, if the State Highway Commission would agree to the expenditure of Federal Aid on this improvement. Assistant State Highway Engineer [illegible] explained that the County had improved [illegible] of this road, leaving about nine miles of gravel road [illegible] to be [illegible] with a [illegible] pavement. Commissioner [illegible] informed Mr. Ward that the State Highway Commission has sufficient [illegible] in the State Highway Construction Program to apply all of the Federal Aid for 1925, and when Federal Aid is approved for county roads it is [illegible] to secondary improvements, and really amounts to a [illegible] allowance of $[illegible] per mile. Mr. Ward explained the urgent need for this improvement on account of the large oyster industry which is carried on [illegible] during the winter season. After further discussion, Chairman Stewart advised Mr. Ward that the matter would be taken under consideration, and the County would be advised of any action taken by the Commission.

White House-Flemington,
Hunterdon County-Motor Vehicle Aid

The Secretary informed the Commission that a delegation from Hunterdon County was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Mr. Frank Davis, County Engineer of Hunterdon County, Mr. [illegible] Director of the Board of Freeholders, Mr. [illegible], County Road Supervisor, and Freeholder [illegible]. Chairman [illegible] requested that County Engineer Davis outline the requests of the County. Mr. Davis informed the Commission that the County had undertaken the surface treatment of the White House-Flemington Road, and the Flemington-Frenchtown Road, with the State's assistance to the extent of $30,000 from the Reserve Motor Vehicle account. He advised that the Flemington-Frenchtown Road has been completed with a saving, while the Whitehouse-Flemington Road would require $5,000.00 additional funds due to a change made in the character of tar material used, which results in a better improvement for the county. Assistant State Highway Engineer Reed informed the Commission that after the contracts had been awarded by the County for these roads, the State Inspector suggested that the County use Grade X tar instead of Grade B. This was acceded to and in this manner the funds were not sufficient to cover the entire contract. Commissioner Jelin suggested that since the State was paying 50 per cent of the cost of the improvement, there should be an allotment of $2,500.00 from State funds to cover the excess and he moved accordingly. This was seconded by Mr. Kidde and adopted.

Signs

Mr. Dilts, Director of the Hunterdon County Board of Freeholders, requested information from the Commission as to the type of signboard which would be approved for erection throughout the County. He explained that in addition to the standard approved by the State Highway Commission, and County Engineers' Association, the County of Somerset was erecting an arrow sign which seemed to meet with favor. Commissioner Kidde stated that in view of the fact that a standard sign had been adopted, it should be adhered to by the counties. Chairman Stewart stated that since the arrow was generally used as a detour designation, the standard orange and black sign should be used by the counties.

Route 9-Detours

Director Dilts also informed the Commission that the Oldwick Road, used as a detour for construction about North Branch, was in need of repairs, and asked that the Maintenance Division go over the same. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the matter be referred to the State Highway Engineer for investigation and report.

September 16, 1924.

Route 9, Section 14.

Chairman Stewart advised the Commission that in company with Division Engineer Robbins he had made final inspection of Route 9, Section 14, County Line-North Branch section, and he would recommend acceptance by the Commission. In connection with this he called attention to the fact that the guard rail appeared to be placed too close to the shoulder of the roadway, and that this matter was being investigated. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the acceptance of Route 9, Section 14, and authorized final payment.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the Maintenance Division make an inspection of the guard rail placed on Route 9, Section 14, to ascertain its location with respect to the completed highway.

Route 16, Section 5.

Chairman Stewart advised the Commission that in company with Division Engineer Robbins, he had made final inspection of Route 16, Section 5, South Somerville-Woods Tavern section, and would recommend final acceptance. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the acceptance of Route 16, Section 5, and directed final payment to be made.

Route 9, Section 14, and
" 16, " 5.

Chairman Stewart informed the Commission that the contractor on Route 9, Section 14, and Route 16, Section 5, was J. F. Chapman & Son of Hillside, New Jersey, and he desired to have it recorded that the work was completed much in advance of the scheduled time and was done in a first class manner.

Shore Relief Routes

The Secretary presented to the Commission a communication received from the South Amboy Chamber of Commerce, expressing the desire that the hearing as arranged for the shore route between Morgan and Keyport be in the evening, rather than at 3 P.M. as advertised. Commissioner Jelin informed the Commission that he had been approached by members of the Commerce Chamber with this request, and he had informed them that it should be brought before the Commission, since the hearing would include representations from all the municipalities along the line of the route. Chairman Stewart suggested that a communication be forwarded to the South Amboy Chamber of Commerce, advising that the time has been duly advertised and it will be more advantageous to those coming in from outside of South Amboy to travel during the day, and also for the Commission to go over the ground. He further suggested that they be permitted to present any plans they may have for alternate routes at this hearing. On motion by Mr. Jelin, seconded by Mr. Kidde, a communication covering these suggestions was adopted.

Width of Roadway

The Secretary presented to the Commission an opinion received from Hon. Edward L. Katzenbach, Attorney General of the State, advising as to the width of roadway which must be clear of obstructions in accordance with the State Highway Act. On motion by Mr. Jelin, seconded by Mr. Kidde, the opinion was ordered spread in full on the minutes of this meeting, and a copy forwarded to all interested parties in Hammonton on Route 3.

Trenton, N. J., Sept. 10, 1924.

Hon. Percy H. Stewart,
Chairman pro tem, State Highway Commission,
Broad Street Bank Building,
Trenton, New Jersey.

Dear Sir:-

I have your letter of the 9th instant, requesting my opinion as to whether your Commission is warranted in constructing a road under the State Highway Act, the total width of which will be less than thirty feet.

Section 6 of Chapter 14 of the Session Laws of 1917, as amended by Chapter 220 of the Laws of 1919, provides, inter alia, as follows:

> "In all cases the width of the pavement shall be at least eighteen feet and the total width of the roadway shall be at least thirty feet, except at bridges, culverts or grade crossings, where the width of the roadway shall be of such width or widths as the State Highway Commission may deem necessary and determine. All sharp turns and angles and railroad grade crossings shall be eliminated wherever practicable."

It will be observed that the language in respect to the width of the pavement and the total width of the roadway is mandatory, leaving a descretion in the Commission only in respect to such portion of the road as shall be crossed by bridges, culverts or grade crossings, where the width shall be such as the Commission may deem necessary and shall so determine.

September 16, 1924.

Answering specifically, therefore, your first inquiry, I am clearly of opinion that your Commission is not authorized to construct a roadway of a less width than thirty feet, under the statute which I have just cited.

My answer to your first inquiry, it seems to me, necessarily answers your second inquiry, namely, that the total width of the road must be at least thirty feet. This, it seems to me, necessarily requires a clear roadway of the width designated, and if there are any obstructions in the proposed roadway, such as trees, in my judgment, they must be removed. Only in respect to the width of bridges, culverts or grade crossings may the Commission, in my judgment, prescribe a less width than thirty feet as the total width of the road.

It may be well to consider the propriety of asking the Legislature to amend the act, so as to require the total width of all roads to be at least thirty feet whenever practicable, but allowing some discretion to vary the same under certain circumstances.

I am

Very truly yours,

Edward L. Katzenbach,
Attorney General.

B/S

Invitation

The Secretary presented a communication from State Treasurer Wm. T. Reed, concerning the invitation of the municipalities of Bayhead and adjoining towns as recently extended, advising that due to the illness of the Chairman of the Committee arranging for the dinner, it would have to be postponed indefinitely at this time. On motion, duly seconded the communication was ordered received and placed on file.

Route 4, Waretown

The Secretary presented a communication from Everett R. Barrett, of Waretown, New Jersey, concerning the proposed re-alignment of State Highway Route 4 in the vicinity of Waretown. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered acknowledged and placed on file.

Appointment, Fred Lavis

The Secretary presented a communication from the Civil Service Commission advising of the classification of the position of Assistant Engineer on the proposed Route 1 Extension at Jersey City, in the exempt class of the classified Civil Service and approved of the appointment of Mr. Fred Lavis to the position at a salary of $6,000.00 per annum. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Request for Aid-
Detours, Somerset County

The Secretary presented a communication from the Board of Chosen Freeholders of Somerset County forwarding resolutions adopted by the

Board requesting that the State Highway Commission appropriate funds for the restoration of roads in the county used as detours during State Highway construction, even though these roads were not made official detours. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary advise the Board of Freeholders of Somerset County that the State Highway Commission can expend funds only upon such roads as are officially designated as State Highway detours.

Request for aid, Somerset County

The Secretary presented a resolution from the Board of Chosen Freeholders of Somerset County requesting aid to the extent of $150,000 for the purpose of permanently improving the Easton Turnpike leading from Bound Brook to New Brunswick in Somerset County. On motion by Mr. Kidde, seconded by Mr. Jelin, this resolution was ordered received and placed on file with request for aid.

Route 7, Corlies Avenue

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, New Jersey, expressing pleasure for the completion of Route 7, Corlies Avenue, and requesting that this road be continued to Freehold in the next year. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Route 18, Right of Way

The Secretary presented to the Commission a copy of communication received by Major Welsh, Manager Interstate Palisades Park Commission, from the Estate of Wm. Walter Phelps, in which there was stated that due to the absence of Captain Phelps and Senator Johnson on vacations, the meeting of the Directors of the estate has been postponed until some time in October. On motion by Mr. Kidde, seconded by Mr. Jelin, the Secretary was directed to acknowledge this communication and thank Major Welsh for the same.

Invitation

The Secretary presented an invitation from the Texas Company to have the State Highway Commission at its convenience give the first viewing to a motion picture film showing the work performed on the

Trenton-Princeton Section, on Route 13, as prepared by that company. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the Secretary express its ~~delight~~ pleasure in having this film brought before the Commission at an early meeting.

The Schedule of Business was next taken up item by item with the recommendations of the State Highway Engineer as follows:

Rt. 10, Section 1A, Arcadian Way-Fort Lee Ferry

State Highway Engineer Sloan reported the completion of Route 10, Section 1A, Arcadian Way-Fort Lee Ferry, and recommended the same for final inspection and acceptance. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the inspection of this road be referred to Commissioner Kidde before final acceptance.

Right of Way, Rt. 18, Sec. 1

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the acceptance of purchase agreements for the following parcels of property on Route 18, Section 1, in the Borough of Alpine, Bergen County, and directed that a letter of thanks be sent to the grantors:

Parcel #8, Ellen G. & Manuel E. Rionda, consideration $1.00 plus resetting of existing fence;
" #9, Alberta R. Miles, consideration $1.00;
" #10A, 10B, 10C. 10D, 10E, Kate Miles Estate, consideration $1.00;
" #10, Myra B. Sickles, consideration $1.00 plus 36 ft. of cast iron pipe to be placed across the road 3 feet deep.

Route 4, Morgan Grade Elimination Cut-Off

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 4, at the Morgan Grade Crossing Elimination Cut-Off:

Parcels #2 A, & 2B, Morgan Heights Land Co. consideration $1500.00
" #3A, & 3B, Whitehead Brothers, Co., " 1000.00

Route 16, Section 6A

On motion by Mr. Jelin, seconded by Mr.Kidde, the State Highway Commission unanimously adopted the following resolutions for the abandonment of unused portion of Route 16, Secion #6A:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 16, from Princeton to Morristown by way of Harlington, Belle Mead, South Somerville, Somerville, Pluckemin, Bedminster, Far Hills, Bernardsville and Van Dorn's Mills; and

WHEREAS, in the construction and improvement of the said State Highway Route 16, Section 6A, from Bernardsville to Passaic River, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of the alignment grades, etc.; and

WHEREAS, upon the construction of the said route and section on the revised line, there remain certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 16, Section 6A, as hereinafter described, be and the same are hereby abandoned as a part of said State Highway Route 16, Section 6A, and vacated in accordance with the provisions of Chapter 14 and 15 of the Laws of 1917 and the amendments therto in Chapter 220 of the Laws of 1919, said abandoned portions including all that unused portions of the old highway, the center line of which is described as follows:

BEGINNING at a point in the center line of Mount Kemble Avenue, as taken over May 1, 1920, between the Somerset-Morris County line and Morristown, said point being located in the Passaic River, in the boundary line between the Counties of Somerset and Morris, said point being also one hundred thirty-five (135) feet more or less distant normally from the center line at Station 109+67, more or less, on the new road as constructed; thence, in a northeasterly direction along the old center line, a distance of four hundred twenty-eight (428) feet, more or less, to a point thirty-three (33) feet distant normally from the center line at Station 114+00, more or less, on the new road as constructed;

It being the intention of the State Highway Commission to abandon and vacate those unused portions of the old road as taken over May 1, 1920, lying outside the limits of the 66-foot right-of-way of the new road as constructed between Station 109+67 and Station 114+00.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Morris County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

- - - - - - - - - - - - - - -

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 16, from Princeton to Morristown by way of Harlington, Belle Mead, South Somerville, Somerville, Pluckemin, Bedminster, Far Hills, Bernardsville and Van Dorn's Mills; and

WHEREAS, in the construction and improvement of the said State Highway Route 16, Section 6-A, from Bernardsville to Passaic River, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of the alignment grades, etc.; and

WHEREAS, upon the construction of the said route and section on the revised line, there remain certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 16, Section 6-A, as hereinafter described, be and the same are hereby abandoned as a part of said State Highway Route 16, Section 6-A, and vacated in accordance with the provisions of Chapter 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919, said abandoned portions including all those unused portions of the old highway, the center line of which is described as follows:

"BEGINNING at a point in the center line of the North and the South road as taken over May 1, 1920, between the Somerset-Morris County Line and Somerville; said point being located in the Passaic River, in the boundary line between the Counties of Somerset and Morris, said point being also one hundred thirty-five feet (135') more or less distant normally from the center line at Station 109 plus 67, more or less, on the new road as constructed; thence, along the center line of the said North and South road in a general southwesterly direction to a point at Blaziers Corner, said point being thirty-three (33) feet normally from the center line at Station 36 plus 15, more or less, on the new road as constructed;

"It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 36 plus 15 and Station 109 plus 67."

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Somerset County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway.

Route 3, White Horse Pike-Hammonton

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication from the Linwood Chamber of Commerce, protesting against the removal of trees in the widening of the White Horse Pike in the vicinity of Hammonton and urging the Woolsey Mill Road as an alternate, be ordered received and placed on file.

Route 3, White Horse Pike-Hammonton

On motion by Mr. Kidde, seconded by Mr. Jelin, a resolution from Atlantic County Board of Freeholders on the matter of the widening of the White Horse Pike in the vicinity of Hammonton and recommending the Woolsey Mill Road as an alternate, was ordered received and placed on file.

Proposed Routes-Black Horse Pike

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a communication from the Atlantic County Board of Chosen Freeholders, in which a proposed route via the Black

Horse Pike was suggested as a secondary route for the relief of the White Horse Pike, be received and held under advisement at this time.

Request for Aid-
Middlesex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a resolution from the Township Committee of the Township of Woodbridge, Middlesex County, concerning the damaged condition of pavement on King Georges Road used as detour on the construction of Route 4, be held under advisement at this time.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ratified the following appointments as approved by the State Highway Engineer since the last meeting of the Commission:

9/8 /24	Sigvald Johannesson,	Ch. Bridge Des.	$ 325. mo.
9/8 /24	Robt. F. MacPherson,	Rodman,	90.
9/15/24	Chas. B. Franklin,	Sr. Draftsman,	150.
9/15/24	Wm. J. Browne,	Jr. Insp.	125.
9/15/24	Sylvan E. Jackson,	Eng. Draftsman,	125.
9/15/24	Clifford Wear.	Clerk Typist,	80.

Hourly Basis Employments

9/15/24	Wm. B. Gamo,	Mechanic,	.60 hr
9/4 /24	Sheldon DeBaun,	Garage Assistant.	.45
9/11/24	Anthony Muschal,	" "	.45
9/8 /24	Ernest Gray,	" "	.45
9/5 /24	Chas. W. Minchu,	" "	.45

Discontinued Employments, Monthly Basis

9/15/24	Walter J. Callahan,	Laboratory Assistant,	Resigned
9/8 /24	Nathan Levin,	Rodman,	"
9/8 /24	Benjamin Mann,	Cost Clerk,	"
9/13/24	John Kanselky,	Bridge Designer,	"
9/13/24	Harold Sklarew,	Rodman	"
9/15/24	Charles Doherty,	Office Boy,	"
9/15/24	Chas. L. Blodgett,	Material Inspector	"
9/20/24	H. N. Kramer,	Sr. Clk. Sten.	"

Increase, R. B. Gage

Commissioner Jelin brought to the attention of the Commission the matter of compensation being paid to R. B. Gage, State Chemist who is now receiving $600 per annum as extra compensation in addition to salary received from the Department of Conservation & Development, for acting as head of the State Laboratory, where tests on State Highway road materials are made and he moved that an increase of $25.00 per month be made in Mr. Gage's compensation, effective this date. State Highway Engineer Sloan informed the Commission that in view of the volume of work being handled at the Laboratory, he would recommend this action to the Commission. This was seconded by Mr. Kidde and adopted.

Advisory Board - Camden

Commissioner Kidde informed the Commission that during the past week he had made an inspection of the office conditions at Camden in connection with the work being done on the Camden Advisory Board Project.

Motor Vehicle Aid, Hudson Co., County Road.

State Highway Engineer Sloan submitted to the Commission a report of bids received by Hudson County for County Road. Motor Vehicle Aid work and advised that one bid for sheet asphalt had been received by the County and he was prepared to recommend that the County be permitted to make award to the Clinton Asphalt Company for this work at a price which was below the engineer's estimate of cost. Commissioner Kidde stated that he believed his price of $1.95 per sq. yd. for sheet asphalt was excessive and that greater competition should be secured. Commissioner Jelin stated that he believed that the amount of work was small and there was difficulty in securing bidders on the work and he moved that the matter be held over until the next meeting for further information. This was seconded by Mr. Kidde and adopted.

Burlington Co. Road Maintenance & Betterment Schedule

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the Burlington County Road Maintenance and Betterment Schedule for 1924, the same having been held up until this time due to action necessary be the County on the New Lisbon-Four Mile Road.

Grade Crossing Elimination, Rt. 7

State Highway Engineer Sloan informed the Commission that acting upon request of the Public Utility Commission, he had appeared before them to discuss with them the matter of grade crossing elimination by various railroads throughout the State and they had expressed the desire to have the Pennsylvania Railroad Company proceed with some elimination at once and it was their suggestion that the grade crossing on Route 7 at Jerseyville be undertaken. He recommended to the Commission that the section of road of Route 7, which includes the Jerseyville grade crossing elimination be approved since it was understood that the Railroad Company would pay for the elimination work provided the State Highway Commission would build the approaches, On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer be authorized to negotiate with the proper officials of the Pennsylvania Railroad Company looking toward the elimination of grade crossing on Route 7 at Jerseyville, and that an early report of progress in this matter be presented with a statement of the cost involved.

Route 4, Rahway-Keyport

State Highway Engineer Sloan presented to the Commission the Federal Aid Project Statement for the allotment of Federal Aid on the improvement of Route 4 between Rahway and Keyport, which would take in the proposed shore route Advisory Board Project between Morgan and Keyport. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Federal Aid be requested on the improvement between Rahway and Keyport on the basis of the road work only which would be $15,000 per mile.

Maintenance Materials-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of specifications by Atlantic County for Lignin Binder, application of asphaltic cutback on the Pleasantville Boulevard; and Gravel with surface treatment on tar in Hammonton.

Storm Sewer-Cranbury Township

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Township of Cranbury be advised that the State Highway Commission will contribute 50% of the cost of a storm sewer to be constructed in Cranbury Township, but unless the Township can show some particular advantage in the letting of the contract in the name of the Township, the State Highway Commission desires to let this contract.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:00 P.M. to meet in regular session at 2:30 P. M.

September 16, 1924.

The Commission reconvened at 3:00 P.M. with the same members present as at the morning session.

Inland Waterway Bridge, Route 4, M. P. 66.6

State Highway Engineer Sloan informed the Commission that the Inland Waterway Bridge on Rt. 4, at M.P. 66.6 was now ready for final inspection. On motion by Mr. Kidde, seconded by Mr. Jelin, the final inspection of this bridge was referred to Commissioner Jelin.

Passaic River-Rt. 16 - Bridge 74, M. P. 32.2

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an extension of time for 36 working days for the Hoffman Construction Co., on the construction of Bridge 74 at M.P. 32.2, on Route 16, Passaic River at Van Doren's Mills.

Rt. 13, Sec. 6, Lawrenceville-Princeton

State Highway Engineer Sloan presented to the Commission correspondence from the Utility Construction Company, making claim for repair of granite block pavement in Lawrenceville in the amount of $291.10 on Route 13, Sec. 6. There was also presented a report from the Construction Engineer advising that the contractor has not a valid claim for this work. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the recommendation of the Construction Division be approved and that the claim be denied.

Weighing Scales

State Highway Engineer Sloan presented to the Commission a proposed location for State Highway scales between Highland Park and Rahway, on property now owned by the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the scale location as presented by the State Highway Engineer between Highland Park and Rahway as shown on map submitted. In this connection, State Highway Engineer Sloan advised the Commission that subsequent to action taken at the meeting, it was found that property offered by the Standard Oil Company at Bound Brook for the location of the weighing scales was to be taken by a sign, this necessitating the removal of the scale location on the same tract, but in another location. On motion by Mr. Kidde, seconded by Mr. Jelin, the State

Highway Commission approved of the revision of location of weighing scales at Bound Brook on the property of the Standard Oil Company as presented on map by the State Highway Engineer.

Publications

The Secretary presented to the Commission a pamphlet forwarded by Law Librarian, John P. Dullard, entitled "Federal Subsidies to the State." On motion by Mr Kidde, seconded by Mr. Jelin, the manuscript was ordered received and placed on file.

Construction-General.

State Highway Engineer Sloan offered for the view of the Commission a chart upon which was indicated the progress on State Highway road construction in such a manner that there was visible the amount of progress specified up to date and the actual construction completed by the contractors.On all but two jobs the average completion showed work to be almost 50 percent completed beyond the actual time specified in the contract. Commissioner Kidde suggested that a similar chart be arranged for bridge work for the Commission.

The Commission next went into conference on several important matters.

Chairman, pro tem.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized Mr. Stewart to serve as Chairman pro tempore until the next meeting and to sign such contracts and other papers as necessary.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adjourned at 5:45 P.M. to meet in regular session on Tuesday, September 23rd at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - September 23, 1924.

A regular meeting of the State Highway Commission was held at the office of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 23, 1924. The meeting was called to order at 11:00 A.M. by Chairman H. L. Scott.

Present: Chairman, Gen. H. L. Scott, Messrs,
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 4, Toms River

State Highway Engineer Sloan presented to the Commission plans for a recommended line for Route 4, through Toms River, which question has been under consideration by the Commission for some time past. He informed the Commission that it was now possible to secure the right of way necessary at a reasonable cost and the Dover Township authorities had approved of the highway passing across a corner of Huddy Park. He recommended that the Commission give authority for this line. Commissioner Kidde stated that in view of the fact that the Commission has obtained such favorable contracts for right of way and in view of the fact that the authorities of Dover Township have given permission for the crossing of Huddy Park, and has donated the right of way, and for the further reason that the State Highway Commission can eliminate two grade crossings in taking the River Road rather than the road which is now used in Berkeley, he would move that the recommendations of the State Highway Engineer adopting a line for Route 4 through Toms River by moving the Hotel property on Main Street and going through Huddy Park and then along the river, be adopted and that the State Highway Engineer be advised to work out final plans and advertise for the work as early as possible. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 4

State Highway Engineer Sloan recommended to the Commission the approval of purchase agreement for property known as Parcel #1 on Route 4 through Toms River, from James R. Henseler, this price being based upon estimates received for the moving of the building and restoring it to its present condition. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #1 on Route 4 through Toms River, from James R. Henseler for the consideration of $10,000.

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State Highway Engineer Sloan presented to the Commission with his recommendation an agreement for the purchase of property from George W. Holman, Jr., known as Parcel #2 on Route 4, Toms River section, this involving the moving of a hotel property. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #2 on Route 4 from George W. Holman, Jr. and Jennie Holman for the sum of $22,000.

Route 1 Extension-Jersey City

State Highway Engineer Sloan presented to the Commission a preliminary sketch of location for viaduct over the railroad yards on the line of Route 1 Extension in Jersey City and requested that authority be given for borings on Route 1 Extension through Jersey City for the purpose of ascertaining the engineering details. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the advertisement for bids for borings to be made on Route 1 Extension in Jersey City.

Right of Way-Route 16

Commissioner Kidde reported that he had taken up the matter of reconveyance of property on Route 16 at Blazier's Corner to the Scudder Estate and he ~~could advise~~ had learned that this arrangement ~~was~~ seemed to be entirely satisfactory.

Addresses-Commissioner Kidde

Commissioner Kidde informed the Commission that on two occasions since the last meeting of the Commission, he had addressed groups of citizens on the Highway situation; once at Asbury Park speaking before the Hotel Association Convention and also at Orange, New Jersey, speaking before the New England Association. He advised that there appeared to be ~~intense~~ interest in the ~~road situation~~ work of the Commission.

Route 3, Hammonton - Trees

The Secretary presented a communication from Hon. T. C. Elvins, Mayor of Hammonton, advising the Commission that it was generally understood by the people of Hammonton that eventually the trees on Route 3 would have to be removed in line with an opinion from the Attorney General, forwarded to him by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file.

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Route 4, South Amboy

The Secretary presented a communication from the P. R. R. together with an itemized claim covering the expenditures made by that company on the construction of road in South Amboy from Bridge Street, Merchantville Road to Broadway and Main Streets involving a total expenditure of $36,017.55. The Secretary explained that this claim was made for the purpose of completing an agreement between the railroad company and a former State Highway Commission, wherein the State Highway Commission had agreed to pay to the railroad company the sum of $6,907.00 for land and in addition $18,000.00 for part expenses of the railroad company in eliminating grade crossings on the roadway which was taken by the State for Route 4 through South Amboy and in avoiding the "Hole in the Wall". On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this matter be laid on the table at this time.

Institutional Roads

The Secretary presented a communication from Hon. D. S. Voorhees, President of the Board of Managers of the New Jersey State Hospital at Morris Plains, forwarding a resolution adopted by the Board of Managers, requesting the State Highway Commission to improve the main driveway leading from the entrance to the property of the New Jersey State Hospital at Morris Plains to the Administration Building, a distance of about three-quarters of a mile. The Secretary informed the Commission that under an interpretation of the Attorney General, the act relating to roads to State Institutions did not give the Commission authority to improve roads within the grounds of any institution but could only be for the improvement of roads leading to State institutions. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary advise the Morris Plains Board of Managers to this effect, and also to forward several copies of the standard specifications for the assistance of the Morris Plains Board in the event they desire to improve this section from their own funds.

Advisory Board-Camden

The Secretary presented a communication from the Pensauken Township Board of Trade, requesting an early hearing on the matter of the

Crescent Boulevard in the vicinity of Camden. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary advise the Pensauken Board of Trade that the Commission is now having surveys prepared and as soon as it reaches a point where the matter can be discussed, the Commission will be very glad to hold a hearing.

Insurance-Liability

State Highway Engineer Sloan informed the Commission that a number of inquiries had been received from men driving State Highway cars as to whether they would be allowed to carry liability insurance in view of the recent decisions which have attached severe sentences upon automobile drivers who have been in accidents. The Secretary informed the Commission that this matter had been forwarded to the State House Commission some time ago, but that no advice has been received up to this time. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary make inquiry from the State House Commission as to what disposition can be made in the matter.

Route 20, Section 1

The Secretary informed the Commission that bids had been advertised to be received to-day at 12:00 o'clock, Daylight Saving Time, for the construction of the Glassboro-Clayton section of Route 20 (South). He advised that it was now time to receive these bids. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission meeting was recessed for the receipt of bids and for luncheon. Bids were received for Route 20, Section 1, as follows:

Charles T. Kavanagh	$ 188,792.35
Freehold Cont. Co	189,275.78
William Eisenberg	193,338.83
E. Riley Mixner Co	194,570.82
Sutton & Corson Co	203,262.75
Public Service Production Co	203,426.19
Michael Staub	208,018.40
Acchione & Canuso Paving Co	214,142.90
T. M. Gibbs Const. Co	217,809.75
Union Paving Co	229,180.19

The regular meeting was resumed by the State Highway Commission at 3:00 P.M. with the same members present as at the morning session.

State Highway Engineer Sloan recommended to the Commission that award of contract be made to Charles T. Kavanagh, the lowest bidder on Route 20, Section 1, Glassboro-Clayton section, as per bids received before recess for luncheon.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 20, Section 1, Glassboro-Clayton section, to Charles T. Kavanagh of Bayonne, New Jersey, at his the lowest bid received in the amount of $188,792.35, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 3 Widening-Hammonton

Commissioner Jelin informed the Commission that he would prefer that no action be taken in the matter of the widening of Route 3 through Hammonton until suitable legislation had been requested from the Legislature, and he moved that that section of Route 3 through Hammonton, wherein the trees are to be removed in the widening of the road be eliminated from the contract now under way, and that the Legislature be requested at the forthcoming session to amend the existing highway statutes in order that the State Highway Commission may exercise its discretionary powers on the matter of the width of roadway in the same manner as prescribed for bridges, culverts and grade crossings. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up with the recommendations of the State Highway Engineer, as follows:

Route 16, Section 7.

Report was made that Route 16, Section 7, Bayard Lane, Princeton, was completed and ready for final acceptance. Chairman Scott advised that he had inspected this work and recommended that final acceptance be made. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on Route 16, Section 7, Bayard Lane, Princeton.

Route 8, Section 4-A, Bridges

Report was made that bridges at M. P. 21.9, 22.6 and 23.2 on Route 8, Section 4-A, as constructed by Thomas Sheahan, were completed and ready for final inspection. Commissioner Jelin reported having inspected this work and moved that these bridges be accepted and that final payment be made. This was seconded by Mr. Stewart and adopted.

Route 5, Section 13.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission granted permission to the Public Service Production

Company, contractors for the construction of Route 5, Section 13, Budd Lake-Netcong section, to sublet the earth excavation, rock excavation, sub-base, and removal of trees to the Culp Construction Company of Dover, New Jersey.

Route 4-
Morgan Grade Crossing Elimination

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the advertisement of bids to be received for the approaches to the Morgan Grade Crossing Elimination on Route 4, Section 25-A.

Route 7,
Jerseyville Grade Crossing

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an agreement to be executed with the P.R.R. for the elimination of the Jerseyville Grade Crossing on Route 7.

Hackensack River Bridge

State Highway Engineer Sloan presented to the Commission a copy of a letter forwarded by him to Col. Newcomer of the War Department under date of September 16th, concerning the proposed repairs to the Hackensack River Bridge and also the matter of proposed new bridges with clearance of 40 feet. He also presented to the Commission a reply received from Col. Newcomer, in which he advised that he has forwarded to the War Department, with recommendation for approval, the proposed repairs and reconstruction to be made to the Lincoln Highway Bridge over the Hackensack River, with only a slight change in the matter of clearance under the lift span. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Right of Way-Route 8

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #7 on Route 8 at the Mountain View Grade Crossing elimination from Joseph Rigets for the consideration of $2,000.00, said purchase rescinding former action taken for the condemnation of this property.

Right of Way-Route 18

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #12 on Route 18, Section 1 in the Borough of Alpine, from Joseph C. Brownstone for the consideration of $1.00 with the thanks of the Commission.

Route 9-Detours-
Oldwick Road, Hunterdon County

State Highway Engineer Sloan presented to the Commission a report on the Oldwick Road, Hunterdon County, concerning which the Board of Freeholders had complained at the last Commission meeting, in which report it was explained that the work of cleaning of ditches on this road has been completed and that they are now at this time in better condition than they were at the time the road was taken over as a State Highway detour. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

County Road, Hudson County

State Highway Engineer Sloan re-submitted to the Commission the report of bids received by Hudson County on County Road, Motor Vehicle Aid work, and advised that further study of the bids received appeared to justify award to the Clinton Asphalt Company, since they were the lowest bidders. Commissioner Kidde advised that he was not yet sure that the Commission should approve a bid which amounted to $1.95 for sheet asphalt even though the total bid was below the Engineer's estimate of cost. Commissioner Stewart stated that he felt that if he thought the bid had been unbalanced only by lowering the cost of the other items and placing the profit on the asphalt surface there should be no objection to the award being made. After further discussion, Commissioner Kidde moved that the matter lay over for one week. This was seconded by Mr. Jelin and adopted.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ratified the following employments as made by the State Highway Engineer since the last meeting of the Commission.

9-22-24	Wm. M. Eidson,	Engineer Draftsman	$ 140.00 mo.
10-1-24	Sol Eichelbaum,	Rodman	90.00
9-15-24	L. J. Burns,	Jr. Inspector	125.00
9-16-24	F. G. Volk,	" "	125.00
9-22-24	Irving Schmidt,	Cost Clerk	90.00
9-17-24	Raymond Leuthy,	Rodman,	90.00
9-17-24	A. D. McMaster,	"	90.00
9-23-24	David D. Keefe,	Jr. Inspector,	125.00
9-3-24	C. H. VanDuyne,	Motor Truck Driver,	.40 hr.
9-16-24	Thos. F. Lounds,	Garage Assistant,	.50
9-16-24	Wm. Reynolds,	Motor Truck Driver	.40
9-16-24	Geo. F. Wintebottom,	Chauffeur,	.45
9-16-24	Jas. W. Kelly,	Motor Truck Driver	.45
9-16-24	A. J. McCarter,	" " "	.40

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Promotions

10-1-24	Ralph Sherman,	Testing Engineer	at		$195. mo.
10-1-24	R. P. Hyde,	Principal Clerk,	$135.	to	$145.
10-1-24	Geo. D. Cubberly,	" "	135.	to	145.
10-1-24	J. J. McMullen,	Highway Inspector	135.	to	145.
9-1-24	Wm. Smith,	Gravel Patrolman,	98.	to	106.
9-15-24	Chas F. Hunt,	Eng. Clk.	130.	to	140.
10-1-24	Rose G. Fadde,	Auditor	145.	to	155.
10-1-24	A. C. Robertson,	Highway Const.Insp.	135.	to	155.
10-1-24	H. M. Baker,	Principal Clerk	135.	to	145.

Discontinued Employments

9-15-24	F. A. Heacock,	Br. Designer,	$225. mo.
9-15-24	Robt. E. Martin,	Draftsman,	100.
9-15-24	W. C. Crossley,	Rodman,	90.
9-15-24	L. L. Vogts,	Material Insp.	125.
9-15-24	J. W. Vreeland,	Rodman,	90.
9-20-24	John R. Nonirck,	Jr. Inspector	125.
9-30-24	R. J. Waugh, Jr.	Jr. Inspector	125.
9-15-24	Frank Lunigston,	Rodman,	90.
9-22-24	A. V. K. McGee,	Material Insp.	125.

Mercer County-Township Aid Transfer

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of $9,200.00 from Franklin Corner Road to Lawn Park Avenue, Mercer County, Township Aid.

Extension of Time-Salem County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time from August 1st to August 11th and from August 29th to October 1st on Pennsgrove-Pedricktown, Section 2; Pedricktown-Woodstown, 1st Section, and Salem-Hancock's Bridge Road, 1st Section, Salem County, Motor Vehicle Aid work.

Extension of Time-Sussex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of an extension of time to July 1st, 1924, on the Hainesville-Montague Road, Sandyston Township, Sussex County, Township Aid.

Township Aid-Sussex County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the final inspection of the Newton-Swartswood Road, Hampton Township, Sussex County, be referred to Commissioner Kidde prior to final payment.

State Aid-Cape May County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment of Grassy Sounds Bridge, Cape May County State Aid work, which was completed by the bonding company on account of default of the contractor, said acceptance carrying with it an extension of time such as granted by the County of Cape May to June 1st, 1924.

Township Aid-Cumberland and Warren Counties

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved acceptance and final payment on the following Township roads:

Heislerville Road, Maurice River Township, Cumberland County,
Hazen-Cornish Road, White Township, Warren County,
Brass Castle Road, Washington Township, Warren County.

Township Aid-Sussex County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered the final inspection on Hainesville-Montague Road, Sandyston Township, Sussex County, Township Aid, referred to Commissioner Kidde before final payment is made.

Township & Borough Aid-Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the revision of Dennis Township Aid Force Account agreement on the Clermont Road and on the Stepsons Island Road by the insertion of the price of $2.50 per hour for Fordson Tractor, including operator, fuel, etc. for time actually used.

Township Aid-Cumberland County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the application and agreement for Township Aid on the Eldora-Belleplain Road, Maurice River Township, Cumberland County, Township Aid.

Township & Borough Aid-Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Township Aid Force Account agreement on the Williamstown-New Freedom Road, Winslow Township, Camden County, Township and Borough Aid.

Township & Borough Aid-Warren County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the action of Greenwich Township Committee of Warren County in rejecting only one bid received on the Stewartville-

Bloombury Road, since it was felt that more favorable proposals could be secured in the Spring.

Township Aid-Monmouth County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for the Elton-Adelphia Road, Section 1, Freehold Township, Monmouth County, Township Aid.

Township Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of award of contract on the Stockton-Sergeantsville Cut-off, Delaware Township, Hunterdon County-Township Aid .

Township Aid-Warren County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contract on the Hope-Johnsonburg Road, Frelinghuysen Township, Warren County, Township Aid.

Township Aid-Hudson County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of a resolution granting extension of time on the Bulls Ferry Road, North Bergen Township, Hudson County, Township Aid.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the completed work on the Bulls Ferry Road, North Bergen Township, Hudson County, be inspected by Commissioner Jelin before final acceptance is made.

Bridgeton-Port Norris Road

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the application by Cumberland County for Federal Aid to be applied on the Bridgeton-Port Norris Road be denied in view of the fact that these funds are needed for State Highway construction.

Federal Aid-Passaic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the construction of the Hewitt-New York State Line Road, Passaic County, Federal Aid funds having already been set aside for this work.

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Signs

State Highway Engineer Sloan presented to the Commission a report submitted by Assistant State Highway Engineer Reed on the work being done by the counties of the State on cautionary and directionary sign installations. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that a copy of this report be sent to each Commissioner for information and study.

Route 5, Section 13.

Commissioner Kidde reported having inspected the completed grading contract on Route 5, Section 13, Budd Lake-Netcong section, and he moved that the same be accepted and that final payment be made. This was seconded by Mr. Stewart and adopted.

Route 10, Section 1-A.

Commissioner Kidde advised that he had inspected the completed work on Route 10, Section 1-A, Arcadian Way-Fort Lee Ferry and he was prepared to move acceptance but desired to call the attention of the Commission to the fact that certain portions of this work were not given a proper finish and contain uneven joints, and he would request that more careful attention be given to the finishing of work at the joints by the contractors and that the inspectors be directed to this end. He moved the acceptance and final payment on this work. This was seconded by Mr. Jelin and adopted.

Commissioner Stewart stated that he also has noticed a roughness in certain portions of work completed by contractors in the State and he suggested that this matter be taken up by the State Highway Engineer for an investigation of the inspection made on the finish of the work. State Highway Engineer Sloan explained that broom finish for concrete pavement on grades was being used and that he was studying as to whether this method of finishing should not be applied to all concrete construction. However, the roughness of joints and badly finished surface must be avoided.

Bluff Road Property

Commissioner Kidde informed the Commission that he had visited the property on Bluff Road and had not yet seen any display of markers or fence setting off State Highway property. State Highway Engineer Slogn advised that this matter was now being taken up and that light posts with wire fences would be erected around the property of the State.

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Right of Way-General

Commissioner Stewart informed the Commission that he had taken up with the Attorney General since the last meeting of the Commission the matter of condemnations awaiting legal completion and he would offer the following resolution for adoption by the Commission:

> WHEREAS, there is considerable legal work in this Department such as the preparation of papers in condemnation proceedings and the trial thereof, which require the constant attention of counsel therefor,
>
> NOW, THEREFORE, BE IT RESOLVED, that the Attorney General of this State be requested to name and designate an Assistant Attorney General to be assigned to this Commission to take care under the supervision of the Attorney General of the legal work of the said Commission at a salary at the rate of $5,000.00 per year, to be paid by this Commission.

This was seconded by Mr. Kidde and unanimously adopted.

Route 2, Rancocas Creek Bridge,
Route 4, Cooper Bridge,
Route 15, Tuckahoe River Bridge.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission authorized the filing of plans with the War Department for its approval on new bridges over Rancocas Creek on Route 2, Cooper Bridge on Route 4, and Tuckahoe River Bridge on Route 15.

Route 10, Ridgefield.

Commissioner Kidde advised that on a section of Route 10, through Ridgefield, he was pleased with the results being obtained on a section of State Highway where one-half inch of sheet asphalt was placed upon rough concrete work, and he suggested that study be made in order that such a surface may be used in other locations when it is deemed expedient so to do.

Maintenance-Highway-General

Commissioner Stewart requested information concerning the gravel roads which have been treated with SCO for the first time. State Highway Engineer Sloan advised that there are certain stretches where very satisfactory results had been obtained such as in Gloucester County, while in Burlington County the Mathis Highway results had not been so satisfactory. He attributed this, in a great measure, to the fact that the surface of the roadway was not uniformly shaped in all places and the material stood up best where the roadway was given the best shaping and preparation.

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Motor Vehicle Aid-Sussex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract for the Sparta-Woodport Road, Sussex County, Motor Vehicle Aid work.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adjourned at 5:30 P.M. to meet in regular session on Thursday, October 2nd, 1924, at 9:15 A.M., the meeting to recess at noon in order that the Commissioners might attend the Inter-State Fair at Trenton.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 2, 1924.

A regular meeting of the State Highway Commission was held in the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 2, 1924. The meeting was called to order at 11:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

The Secretary informed the Commission that no hearings had been arranged for this meeting.

Inmate Labor

State Highway Engineer Sloan requested authority from the Commission for permission to negotiate with the Department of Institutions & Agencies for the continuation of the work on Route 4, South of Toms River, with the inmates of the State Prison now working on the section between Lakewood and Toms River. Commissioner Kidde stated that in view of the fact that the Department of Institutions & Agencies already had an organization capable of doing the work located in the vicinity, he would move that authority be granted to the State Highway Engineer to enter into negotiations with the Department of Institutions & Agencies looking toward a contract for the construction of approximately six miles South of Toms River, a formal contract to be presented to the State Highway Commission for approval. This was seconded by Mr. Stewart and adopted.

Institutional Roads.

Commissioner Kidde advised that he had received a communication from the authorities of the Rahway Reformatory requesting that repairs be made to the road leading to the Reformatory, and he moved that the Maintenance Division be authorized to make the necessary repairs in line with the policy of the Commission to maintain highways leading to State Institutions. This was seconded by Mr. Stewart and adopted.

Commendations-Detours-Route 13.

The Secretary presented a communication from the Board of Freeholders of the County of Mercer, commending the State Highway Commission for the manner in which the detour, by way of Brunswick Pike during the construction of Route 13, was maintained and returned to the County after the completion of the State Highway Route. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission ordered the communication received and acknowledged with thanks.

Trolley track paving-
Route 1 Greenwood Ave., Trenton.

The Secretary presented a communication from the Trenton & Mercer County Traction Corporation, requesting an extension of one year for payment to the State of the amount due on account of advances made by the State Highway Commission for track work on Greenwood Avenue, a section of Route 1. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time for reimbursement to the State by the Trenton & Mercer County Traction Corporation for a period of one year, providing proper interest is paid the State and further that a bond be furnished by the Traction Corporation guaranteeing this payment to the State.

Motion Pictures-Route 13.

The Secretary presented a communication from the Texas Company advising that it has arranged to show the motion picture of the Lincoln Highway work between Princeton and Trenton on Route 13, at Keith's Capitol Theatre on Tuesday, October 7th at 12:30 P.M. and invited the State Highway Commission to view this picture and take lunch with the representatives of the company. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the information that the Commission will be very glad to view the picture, but on account of the fact that on Tuesday, October 7th there will be a short Commission meeting, it will be impossible to arrange to take lunch at that time.

Advisory Board-Shore Relief Routes

The Secretary presented a resolution from the Board of Freeholders of Middlesex County recommending a change in the location of the Shore Relief Route from that proposed by the Advisory Board to a line by way of Cheesequake Road and Rose's Corner. On motion by Mr. Stewart, seconded by Mr. Jelin, the resolution was ordered received and filed for further consideration.

October 2, 1924.

Equipment-Highway Department

The Secretary presented a communication from Custodian John A. Smith of the State Capitol, requesting that the Commission loan trucks sufficient to haul crushed stone needed on the State Capitol grounds, which will result in a saving to the State. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Smith be advised that the State Highway Commission will be glad to furnish such trucks as are necessary for this work.

Request for Hearing

The Secretary presented a communication from Mr. John Boyd Avis requesting an opportunity to appear before the Commission for a hearing on the matter of proposed work through Mullica Hill, New Jersey. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that arrangements be made for a hearing to be given Mr. Avis on October 14th, 1924.

Request for Hearing

The Secretary presented a communication from the Eatontown Township Committee, requesting ahearing in connection with the construction of Route 4 at that point. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be arranged for October 14th, 1924.

Request for Aid-Union County

The Secretary presented a communication from the Township of Union in Union County, requesting aid in the repair of Chestnut Street used extensively by the contractors during the construction of Route 5 at that point. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary advise the Township of Union that the Commission regrets that it has to advise that under the law it cannot aid such work unless it is designated as an official detour, which was not the situation in this case.

The Schedule of Business was next taken up for consideration item by item as follows, with the recommendations of the State Highway Engineer:

Route 12, Section 3.

There was reported the final completion of Route 12, Section 3, Phillipsburg-New Village section, Warren County reimbursement work completed on June 15th, 1923, and on which the final payment was withheld for one year in lieu of maintenance bond. The Secretary explained that this procedure was invoked in view of the fact that the original contractors have dissolved their corporation. Mr. Jelin reported having inspected this work and moved that the same be accepted and final payment authorized. This was seconded by Mr. Stewart and adopted.

Passaic River Bridge-Route 16.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission referred the final inspection of the Passaic River Bridge at M. P. 32.2 on Route 16 to Commissioner Kidde.

Route 6, Woodbury

State Highway Engineer Sloan presented a report of the condition of the pavement through the City of Woodbury on Route 6, concerning which Senator Davis of Gloucester County appeared before the Commission at a previous meeting. He informed the Commission that a conference on the matter was held by the officials of the Public Service Railway Company, which has a double track on this street, Construction Engineer Bedwell and Senator Davis, and he was prepared to recommend that the Commission request the Public Service Railway Company to remove their double track between Salem Avenue and Newton Street, a distance of approximately 2300 feet, through the congested part of the town, said tracks to be replaced with a single track in the center of the road, to be installed together with granite block pavement at the sole expense of the railway company, the State at the same time to properly pave the remaining portion which was occupied by the two tracks and to patch the existing bituminous surface of the remainder of the roadway which forms part of the State Highway Route 6, the total expense to the State being estimated at $20,000.00 and to the railway company at $25,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized proceeding with this reconstruction work from maintenance funds in the event a proper agreement is reached with the Public Service Railway Company.

Extension of Time-Route 8.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway

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Commission approved of an extension of time of 24 working days to Thomas Sheahan on bridges at M. P. 21.9, 22.6 and 23.2 on Route 8, Section 4, in view of the fact that the contractor was interfered with in his work by the authorities of the City of Newark.

Detours-Routes 6 and 15.

State Highway Engineer Sloan presented a report together with statements from Cumberland County covering the cost of detour maintenance on Sections 2 and 3 of Route 15, and Sections 10 and 11 of Route 6, and he recommended to the Commission that in view of the fact that the records of the State Highway Department show that the county was authorized to maintain these detours with the understanding that the said cost would be reimbursed as part of the contract cost although there were no records by which the expenditures could be checked. He advised, however, that in view of the fact of the mileage involved, the total cost of $28,391.25 appeared to be a reasonable charge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the matter be held over for later consideration.

Sidewalks - Route 1.

St. George Avenue, Linden.

State Highway Engineer Sloan presented to the Commission a report together with a plan as submitted by the Linden Township Committee for the placing of curb, gutter and wing pavement on St. George Avenue, between Cranford Avenue and the B. & O. Railroad, and he recommended to the Commission that in view of the proposed work by the Linden Township Committee, now was the time to have curbs and sidewalks established on a proper alignment corresponding with the approval of the State Highway through this section. He recommended to the Commission that the Township of Linden be advised that the pavement and sidewalks shall be established on proper alingment at least 20 feet from the center of the State Highway pavement to the curb at every point and the State will bear the expense of constructing curbs and gutters and additional width of pavement at a point where there is a question as to the right of way, the amount of State funds involved being estimated at $1,050.00, all other work to be done at the expense of the Township. Commissioner Stewart stated that this particular point was a very necessary one to be corrected and he would move that the conditions as recommended by the State Highway Engineer be forwarded to the Township Committee and that the State authorize the expenditure of $1,050.00 for additional work necessary. This was seconded by Mr. Jelin and adopted.

Signals-
Route 10, Ridgefield Park Crossing.

State Highway Engineer Sloan presented to the Commission a communication from the Village of Ridgefield Park on Route 10, advising that the village is ready to maintain and operate an overhead danger railroad crossing signal provided the State will pay for the cost of the installation amounting to $260.00. State Highway Engineer Sloan recommended that this must be done. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the installation of a railroad crossing signal as recommended, at a price not exceeding $260.00, said signal to be maintained and operated by the village of Ridgefield Park.

Bass River Bridge-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission denied the request of the residents of the Village of New Gretna as contained in a communication presented, that certain portions of the old bridge over Bass River be left in place.

Employments

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified and approved the following employments and promotions as made by the State Highway Engineer since the last meeting of the Commission:

10-1-24	Samuel J. Singer,	Jr. Inspector,	$125.00 mo.
10-16-24	Wm. E. Clark,	Title Searcher,	150.00
9-24-24	J. A. Delgado,	Bridge Designer,	250.00
10-1-24	Geo. Mitchell,	Garage Assistant,	.50 hr.
10-1-24	J. H. Brearley,	Motor Truck Driver,	.45
9-24-24	Jas. A. Cannen,	Garage Assistant,	.45
9-24-24	C. L. Cherry,	Garage "	.50

Increase

10-1-24	H. T. Burke,	Garage Assistant,	$.45 to .50 hr.

Promotions

10-1-24	J. A. McDonough,	to Material Inspector at	$125.00 mo.
10-1-24	Robt. A. Worley,	" Assistant Test.Chem."	125.00
10-1-24	Wm.T.R.Kinney,	" Div.Material Insp. "	155.00
10-1-24	Frank Schroeder,	Laboratory Asst.	$90.00 to $100.00
10-1-24	Chas. E. Pollock,	" "	90.00 to 100.00

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10-1-24	Harry Partington,	to	Highway Inspector	at $145.00 mo.
10-1-24	Harold Jemison,	"	Principal Clerk,	" 145.00
10-1-24	E. J. Palmer,	"	" "	" 145.00
10-1-24	C. O. Dobbins,	"	Testing Chemist	" 125.00
10-1-24	Frank Clerkin,	"	Principal Clerk	" 150.00
10-1-24	Frank Ryan,	"	" "	" 145.00
10-1-24	H. J. Rebbeck,	"	Resident Engineer	" 225.00
9-1-24	Wm. Barry,		Inspector,	155. to 165.
9-1-24	Ed. Banim,		Traffic Investig.	130. to 140.
9-1-24	J. J. Collins,		Inspector,	135. to 145.
9-1-24	J. C. Honman,		"	165. to 175.
9-1-24	J. S. Gennett,		"	155. to 165.
9-1-24	J. H. Davis,		"	135. to 145.
9-1-24	M. N. Vliet,		"	165. to 175.
9-1-24	E. S. Scollan,		"	125. to 135.

Resignations.

9-24-24	L. C. Hannold,	Br. Const. Insp.	$165.00 mo.
9-30-24	Geo. T. Stenecker,	Gravel Foreman,	
9-27-24	Max Ellis,	Rodman,	
9-24-24	M. J. Weisman,	Rodman.	

Laid Off.

9-30-24	R. C. Fiedler,	Rodman,
10-15-24	Margaret Hickey,	Clerk Stenographer.

Right of Way-Route 4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcels #4C, 4D and 4E on Route 4 at the Morgan Grade Crossing elimination cut-off, from the Jersey Central Traction Company for the consideration of $1,214.00.

Right of Way-Route 14.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #81 on Route 14, Section 8, Swainton-Ocean View, from John W. H. and Anna Lechler for the consideration of $100.00.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 9, Ocean View-Seaville:

Parcel #35,	Wm. N. Stout, et ux,	consideration	$50.00
" 38,	Elmer S. Vanaman,	"	75.00
" 46,	Allen Devaul,	"	40.00

Federal Aid Project #20, Amboy Br.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the modification of Project Agreement #20, Sections A and B, covering the New Amboy Bridge by which the estimated cost was reduced to the actual ~~figure~~ sum of $4,073,214.16, and the United States pro rata share was fixed as not to exceed $1,380,758.89.

October 2, 1924.

Federal Aid-Route 12, Section 6.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid Project #65, Sections A and B, Port Colden to Hackettstown.

Motor Vehicle Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the final acceptance of the White House-Flemington Road, Sections 1 and 2, Hunterdon County, Motor Vehicle Aid work.

Maintenance-Cape May County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by Cape May County Freeholders to Edw. L. Lantz for 38,688 gallons of Lignin binder for various roads in Cape May County at 12¢ per gallon.

Atlantic County Repairs.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Atlantic County for repairs and the resurfacing of the Hammonton-Rosedale Road, involving the treatment of 20,000 square yards with petroleum water gas.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract by Atlantic County for the repairs and resurfacing of Central Avenue.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Atlantic County for resurfacing Pleasantville Boulevard.

Maintenance Materials-Atlantic Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract by Atlantic County for treatment on various roads in the County with lignin binder at a cost of 11½¢ per gallon.

Township Aid-Mercer County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of an award of contract by Hamilton Township on Old York Road, Mercer County.

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Township Aid-Monmouth County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved award of contract by Middletown Township for the Middletown-New Monmouth Road, Monmouth County, Township Aid.

Township Aid-Mercer County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the contract for Mountain Avenue, Princeton Township, Mercer County, be referred to Chairman Scott for review and presentation at the next meeting.

Township Aid-Gloucester County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for Focer Street, Washington Township, Gloucester County, Township Aid.

Township Aid-Mercer County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the rejection of one bid received by Lawrence Township for Long Park Avenue, Mercer County, Township Aid, due to the fact that this bid was too high.

Township Aid-Morris County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the payment of $6,000.00 to Washington Township authorities for the completed work on Long Valley-Fairmont Road, Section 1.

Township Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of Main Street, Three Bridges Road in Reddington Township, Hunterdon County, Township Aid work, said acceptance carrying with it an extension of time from August 15th to September 20th, 1924.

Township Aid-Monmouth County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of township aid force account agreement in Monmouth County as follows:

Farmingdale-Colt's Neck Road, Howell Township,
Colt's Neck-Farmingdale Road, Atlantic Township.

October 2, 1924.

Cumberland County-Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the work for the construction of a guard railing along the Mauricetown-Millville Road, Cumberland County, Motor Vehicle Aid, be readvertised due to the fact that only one bid was received by the County.

Township Aid Transfer

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the application of Pemberton Township, Burlington County for transfer of $551.41 balance from the Juliustown-Pemberton Road to the Leeler's Corner-Arney's Mount Road in the same Township.

Motor Vehicle Aid-Hudson County

State Highway Engineer Sloan again presented to the Commission for approval bids received by Hudson County for County Road, Motor Vehicle Aid work, in which he recommended that an award be made. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract for County Road, Hudson County, between Tonnelle Avenue and County Avenue, to the Clinton Asphalt Company.

Township Aid-Hudson County

Commissioner Jelin reported having made inspection of Bulls Ferry Road, Township Aid work in Hudson County, and he moved that the same be accepted by the State. This was seconded by Mr. Stewart and adopted.

Regulations-Departmental

Commissioner Stewart stated that it would be to the best interest of the Department if the names of prospective bidders on State Highway work were not given out prior to the bidding, and he moved that for the information of all persons connected with the State Highway Department the Commission directs and orders that no information as to the names of those who take out plans or specifications in regard to the proposed bidding shall be given to any persons or made public before bids are received under any circumstances and that any former action of the State Highway Commission in conflict with this regulation be rescinded. This was seconded by Mr. Jelin and adopted.

October 2, 1924.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adjourned at 1:00 P.M. to officially attend the Inter-State Fair, the next meeting to be held at Trenton, on Tuesday, October 7th, 1924.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 7, 1924.

A regular meeting of the State Highway Commission was held in the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 7th, 1924. The meeting was called to order at 11 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Walter Kidde and Abraham Jelin.

Cumberland County Repairs

The Secretary informed the Commission that Mr. Roscoe Ward, County Counsel for Cumberland County, was present and desired to speak to the Commission. On motion, duly seconded, a hearing was granted. Mr. Ward appeared and stated that the County of Cumberland was desirous of ascertaining the reason for refusal on the part of the State Highway Commission to approve the award of contract as made by Cumberland County for guard rail work on the Mauricetown Road. He advised that this contract had already been let by the County and the contractor had already ordered lumber for the work, even though the same had not yet been approved by the State. State Highway Engineer Sloan explained to the Commission that his recommendation for readvertising this work was based on the fact that there was only one bid received by the County and that was considered high in comparison with prices received by the State, although he was not sure as to what influence the freight rate in the vicinity of Cumberland County would have upon such a bid. Mr. Ward advised the Commission that if investigation proved the price too high, the County of Cumberland did not wish to make the award. Commissioner Kidde stated that he would not vote for any change in the action as already taken by the Commission, but if the County desired to let this award from its own funds after comparison of prices, the County do so and the State would place its share upon other Motor Vehicle work in the county.

Moving Pictures-Route 13

The Secretary informed the Commission that the Texas Company was prepared to show a moving picture film of the construction of State Highway Route 13, from Trenton to Princeton, at the Capitol Theatre at 12:30 P.M. and that the Commission was invited to view this film in its first showing.

October 7, 1924.

Invitations

The Secretary presented to the Commission an invitation extended by Senate President Reeves in behalf of the Kiwanis Club of Millville, that the State Highway Commission attend a celebration on the completion of State Highway Route 15 at Millville, Wednesday, October 15th, at 11:45 A.M. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the invitation be accepted and that those Commissioners who could attend, do so.

The Secretary presented to the Commission a communication from the State Association of Chosen Freeholders, inviting the State Highway Commission to be present at its regular meeting in Jersey City on October 20th. On motion by Mr. Jelin, seconded by Mr. Kidde, the invitation was ordered received and acknowledged with thanks.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Menantico Creek Bridge-Route 15

Report of bids as follows was presented for the construction of the Menantico Creek Bridge on Route 15, and State Highway Engineer Sloan recommended that award be made to Michael Staub & Kolyn Construction Company at their's, the lowest bid in the amount of $85,790.00:

M. Staub & Kolyn Const. Co..................	$85, 790.00
J. H. Terry & Co............................	86,750.00
Krellwitz Cont. Co..........................	87,000.00
S. S. Thompson & Co., Inc...................	91,000.00
T. M. Gibbs Const. Co.......................	99,853.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Menantico Creek Bridge on Route 15, to Michael Staub and the Kolyn Construction Company at their's the lowest bid received in the amount of $86,790.00, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 13, Section 6.

State Highway Engineer Sloan reported the completion of Route 13, Section 6, Lawrenceville-Princeton section and recommended that an extension of time of 35 working days be granted to the Utility Construction Company, contractors on this work, in view of the fact that the contractors were delayed by the noncompletion of a bridge and also in view of the fact that the road was open to traffic within the time specified in the contract. General Scott informed the Commission that he had been over this work several times and he was prepared to recommend its acceptance and final payment, said acceptance carrying with it an extension of time of 35 working days. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of Route 13, Section 6, Lawrenceville-Princeton section, and granted an extension of time of 35 working days on the contract.

Right of Way -

Route 18, Section 1.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of an easement on Route 18, Section 1, in the Borough of Alpine for drainage rights from H. H. Oltman, Shadowlands Realty Company Inc. for the consideration of $1.00.

Scales-Route 4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved a location for truck weighing scales on Route 4 at South Amboy about 500 feet East of Scott Avenue on property belonging to the State, in accordance with map presented at this meeting.

Meetings

State Highway Engineer Sloan recommended to the Commission that authority be granted to Mr. C. A. Mead, Bridge Engineer of the Public Utility Commission and who has been acting as representative of the State Highway Department upon a Committee on bridge specification standardization, to attend a meeting of this Committee in San Francisco just prior to the meeting of the American Association of State Highway Officials at that place. The estimated cost of this trip was placed at $500.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in view of the expense of the trip Mr. Mead be advised that the Commission cannot see its way clear to authorize an expenditure of this kind and that authority for Mr. Mead to attend this meeting as representative of the State Highway Commission be not granted.

Employments.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified the following employments as made by the State

October 7, 1924.

Highway Engineer since the last meeting of the Commission:

9-29-24	Joseph Nedl,	Mechanic	$ .65 an hr.
9-39-24	Leon Nelson,	Garage Asst.	.50
9-29-24	George F. Bade,	Mechanic	.65
10-1-24	H. C. Larson,	"	.70
10-1-24	E. P. Lewis,	Garage Asst.	.45
10-1-24	Wm. Jaycox,	" "	.45

Increases

10-1-24	Jacob Miller,	Mot. Tr. Driver	$ .45 to .50 hr.

Discontinued Employments (Monthly Basis)

9-30-24	Ralph Loveland,	Gravel Patrol.	Discharged
9-30-24	Jas. P. Casey,	Cost Clerk	Laid Off
9-20-24	Wm. R. Forsyth,	Temp. Jr. Engr.	" "
9-30-24	Charles Scott,	Rollerman,	" "
9-1-24	Chas. C. Hewitt,	Title Searcher	Resigned
9-30-24	W. R. Foster,	Jr. Engineer	"

Township & Borough Aid-Gloucester Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of a change in the price agreement already approved by the Commission for the Glassboro Road, Monroe Township, Gloucester County, to insert a price of $4.50 per hour for steam shovel, including operator, fuel, fireman, lubricants and repairs.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved a change in the price agreement for the Bridgeport-Gibbstown Road, Logan Township, Gloucester County, said change permitting gravel to be used in addition to cinders if the gravel is found satisfactory, and the following items of price to be inserted:

Gravel at 15¢ per cubic yard.
Steam Shovel at $5.50 per hour for time actually worked.
1 ton truck at $1.25 per hour.

Warren County-Federal Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission referred to Chairman Scott the final inspection of the grading and drainage work on the Hainesburg-Columbia Road, Warren County, Federal Aid Project #52, for report preliminary to acceptance.

Warren County-Motor Vehicle Aid

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission referred to Chairman Scott the final inspection of the Alpha Borough Road, Warren County, Motor Vehicle Aid work, for report preliminary to acceptance. General Scott informed the Commission that it was his intention within a short time to make a tour of work being done and as proposed by the Commission, in order to become familiar with the local conditions involved.

Township Aid-Middlesex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Main Street, Bonhamtown-Metuchen, Raritan Township, Middlesex County, Township Aid.

Township Aid-Cape May County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of Township Aid Force Account Agreement for Court House-Biddle Creek Road, Middle Township, Cape May County.

Township Aid-Gloucester County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of Township Aid Force Account agreement for the Aura-Clayton Road, Elk Township, Gloucester County, Township Aid.

Township Aid-Mercer County

Chairman Scott informed the Commission that he would recommend approval of contract for Mountain Avenue, Princeton Township, Mercer County, Township Aid, same having been referred to him at the last meeting. On motion by Mr. Jelin, seconded by Mr. Kidde, the contract was approved.

Painting-Poles

State Highway Engineer Sloan recommended to the Commission that authority be granted for the award of contract for services to be performed by E. B. Leahy, Inc. in the painting of poles along Routes 8, 9, 11, 18-South, and 20, at a cost of $1.45 per pole. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract for the painting of poles in accordance with the recommendation of the State Highway Engineer to E. B. Leahy, Inc. at the rate of $1.45 per pole for three coats of paint and the stencilling of the numeral thereon.

Route 9, Section 11.

State Highway Engineer Sloan recommended to the Commission that the Public Service Railway Company be requested to relocate a trolley turnout in their tracks on State Highway Route 9, Section 11, in the Borough of Middlesex, from its former location within the travelled way of the highway between Stations 449 plus 29 and 451 plus 60, to a new location outside the travelled way of the highway, but within the right of way limits of the highway, between Stations 454 plus 50 and 445 plus 81, all as more specifically designated and described on certain maps prepared by the Public Service Railway Company. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Public Service Railway Company be requested to relocate a trolley turnout on Route 9, Section 11, in accordance with the recommendation of the State Highway Engineer, in order that traffic may be facilitated at this point.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 12:15 in order to first attend the showing of the Route 13 films at 12:30 P. M.

The meeting was reconvened at 2:30 P.M. with the same members present as at the morning session.

Route 18, Section 1.

The Secretary informed the Commission that Mr. J. J. McGarry, contractor on Route 18, Section 1 at Alpine, was present at the request of the State Highway Engineer and Commissioner Jelin. On motion, duly seconded, Mr. McGarry was granted a hearing. Chairman Scott informed Mr. McGarry that the State Highway Commission has come to a decision that they will not proceed with the execution of the contract for Route 18, Section 1 in the Borough of Alpine. Mr. McGarry informed the Commission that following the receipt of a letter from the Secretary of the Commission that he had been awarded this contract, he had started his work. Chairman Scott informed Mr. McGarry that the Commission did not consider that there was any contract in existence and that any work done up to this time was at the risk of the contractor. Mr. McGarry asked that he be paid for what has been done by him and he further stated that he believed he had certain rights in the matter. He requested information as to what disposition he should make of the work as proceeded with since it was dangerous to traffic. Chairman Scott directed that any further matters be taken up with the State Highway Engineer.

The Commission next went into conference until 4:00 P.M. when, on motion by Mr. Stewart, seconded by Mr. Kidde, the meeting was adjourned until Tuesday, October 14th, 1924, at 10:30 A.M.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - October 14, 1924

A regular meeting of the State Highway Commission was held at the offices of the Commission at Trenton on Tuesday, October 14th, 1924. The meeting was called to order by Chairman Scott at 11 A.M.

Present: General H. L. Scott, Chairman, Walter Kidde,
Percy H. Stewart and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of August 5th, 1924, and moved the approval of same as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of August 19th, 1924, and moved the approval of same as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of September 9th, 1924, and moved the approval of the same as mailed. This was seconded by Mr. Stewart and adopted.

Attorney General's Opinion

The Secretary presented a communication from the Attorney General giving further facts in connection with opinion rendered by him on the matter of the "width of roadway", and suggesting that the Commission await Legislative action before proceeding with the cutting down of shade trees. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file. Chairman Scott stated that in view of the fact that the Commission has already decided to eliminate that section of Route 3 at Hammonton, it should be understood that the Commission is omitting that section of the contract for the widening of Route 3 with the hope that the next Legislature will pass the necessary laws by which the trees may be preserved.

Insurance-Automobile.

The Secretary presented a communication from the State House Commission advising that the Board has considered the plans for insurance of State Highway automobiles and operators, and has decided that cars and trucks should be insured for liability, fire and property damage, in accordance with the plan proposed. The Secretary explained that the plan proposed was for a blanket policy to be issued which would cover all the machines in actual operation, for actual working hours. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received, and the insurance as authorized by the State House Commission was approved for State Highway Department automobiles and trucks.

Advisory Board Routes-Camden

The Secretary presented a communication from J. C. Remington, Jr. transmitting a detailed report of a study made by a joint Committee from Pensauken and Merchantville as to the proposed Crescent Boulevard Route through Camden County.

Route 4-Perth Amboy.

The Secretary presented a communication from Louis P. Booz, City Engineer of Perth Amboy, advising that Amboy Avenue Connecting Link, Route 4, in Perth Amboy, was practically ready for travel and the City authorities were desirous of having the connection made with the present line of Route 4. State Highway Engineer Sloan explained that at the present time there was a bridge, 30 feet in width, and a short stretch of pavement which forms the connection, and he recommended that the Maintenance Division be given authority to proceed with the reconstruction of the roadway from the southerly end of the present bridge over Spa Spring Creek to the new pavement. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the matter be referred to the State Highway Engineer to take the necessary steps to connect the present Route 4 with the Amboy Avenue Connecting Link.

Route 9, Bloomsbury

The Secretary presented a resolution from Hunterdon County, requesting that the Commission construct Route 9, through Bloomsbury on the line as now laid out, in view of the fact that a petition has been circulated for a change in this line. In this connection, the Secretary presented a communication from the Mayor of Bloomsbury, requesting a hearing on behalf of the citizens before the Commission. There was also presented a communication from Mr. W. F. Brown of Bloomsbury, protesting any change in the line as laid out. On motion by Mr. Kidde, seconded by Mr. Jelin, the petition and letters were ordered received and placed on file, and a hearing was ordered arranged for an early meeting.

Black Horse Pike

The Secretary presented a communication from Mr. A. H. Nelson, County Engineer of Atlantic County, requesting a conference for representatives of Atlantic, Camden, Gloucester and Cape May Counties, with the State Highway Commission for the promotion of the improvement of the Black Horse Pike. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that they be informed that this conference may be held on October 21st if they so desire, and that they be informed further that the Commission feels that the subject of the Black Horse Pike was carefully considered last April when it was determined that the taking over of Routes Nos. 18 and 20 would relieve the Atlantic City travel.

Route 10, Bluff Road.

The Secretary presented a communication from the Palisade Improvement Association, requesting information as to the reason for the placing of wire fencing on State property on Bluff Road, originally contemplated for a portion of Route 10. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and placed on file, the matter of the wire fencing to be taken up at a later time.

Route 18, Section 1.

The Secretary presented a communication from Mr. Leo E. Schwartzstein, inquiring as to what disposition would be made of the contract for Route 18, Section 1. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that Mr. Schwartzstein be advised of the fact that the Commission has not ratified the award of contract to Mr. J. J. McGarry, and will take all precautions to provide for suitable facilities for the traffic.

Route 1, Section 6.

The Secretary presented a communication from the Trenton and Mercer County Traction Company, again requesting an extension of time of one year for payment of amount due the State Highway Commission on account of track materials used in the reconstruction of Route 1, Section 6, Greenwood Avenue, Trenton. It was also requested that the Commission permit the Company to forego the charges involved in a Surety Bond and in lieu thereof place a note bearing interest at 4½ per cent. which would be entirely reduced before its date of expiration in one year. Commissioner Kidde stated that he felt that the Commission had no right to make such an agreement, and in view of action already taken requesting eith the payment or a bond and note, he would not favor any change in the proceedings.

Invitation

The Secretary advised the Commission that an invitation had been accepted by the Commission from Senate President Reeves to attend the demonstration at Millville on Wednesday, October 15, 1924, at 11:45 A.M. in celebration of the opening of Route 15.

Complaint

Route 6, Mullica Hill

The Secretary informed the Commission that Mr. John Boyd Avis, Attorney for Mullica Hill, New Jersey, together with a delegation from the Chamber of Commerce and Township Committee of Mullica Hill, were present and desired a hearing. On motion, duly seconded, a hearing was granted. The delegation appeared and stated that at the time of the construction of Route 6 through Mullica Hill, the grades of the sidewalks were not in conformity with the pavement laid, and therefore, in certain parts of the town the drainage conditions were very bad. After a general discussion of the matter, Commissioner Kidde moved that the matter be referred to the Maintenance Division to take up with the local authorities and determine what the conditions are and make report to the Commission at an early date.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendation of the State Highway Engineer:

Route 3, Widening, White Horse Pike

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved a form of agreement between the West Jersey and Seashore Railroad Company and the State of New Jersey covering the widening of the bridge on the White Horse Pike, Route 3, across the West Jersey and Seashore Railroad at Ancora, and the Chairman was authorized to sign the same on behalf of the Commission.

Route 3, Widening, White Horse Pike

On motion by Mr. Kidde, seconded by Mr. Stewart, a communication from the Chamber of Commerce of Atlantic City concerning the removal of trees through the Hammonton section of Route 3, was ordered acknowledged with the advice that the Commission has decided to omit that portion of the widening contract for Route 3 at Hammonton, with the hope that the Legislature will give the needed authority to permit the saving of the trees.

Federal Aid-Route 14, Sections 10 and 11.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved Project Agreement No. 70, Sections A and B on Route 14, Sections 10 and 11, Seaville-Tuckahoe section.

Motor Vehicle Aid-Hunterdon Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved award of contract on the Crestmoor Bridge and Approaches, Hunterdon County, Motor Vehicle Aid work.

Federal Aid-Warren County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the modification of Federal Aid Project Agreement No. 52 to provide for a concrete pavement on the Hainesburg-Columbia Road, Warren County.

Beaver Brook Bridge, M.P. 5.3, Route 5.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission referred to Chairman Scott the final inspection of Beaver Brook Bridge, on Route 5 at M. P. 5.3.

Bridges-Route 7, M.P. 15.3, 16.0, 17.4

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the construction of bridges at M.P. 15.3, 16.0 and 17.4 on Route 7, Colts Neck-Freehold section, by the Maintenance Division forces, at an estimated cost of $12,000.00.

Township Aid-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved plans and specifications for Buena-Tuckahoe Road, Section 2, Buena Vista Township, Atlantic County.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved plans and specifications for Buena-Tuckahoe Road, Section 4, Weymouth Township, Atlantic County.

Motor Vehicle Aid-Hunterdon County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved extension of time from July 15th to September 18th, 1924, on the White House-Flemington Road, Sections 1 and 2, Hunterdon County, Motor Vehicle Aid.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ratified the following list of employments as made by the State Highway Engineer since the last meeting of the Commission:

10-1-24	L. B. Stepheason,	Res. Engineer	$200.00 mo.
10-2-24	A. Brandli,	Jr. Engineer	125.00
10-1-24	Edwin Woodbridge,	Mot.Tr.Dr.	.40 hr.
10-1-24	Frank Lane,	" " "	.40
10-8-24	William Hilton,	Mechanic	.65
10-7-24	George H. Hesse,	Mot. Tr. Dr.	.45
10-1-24	Franklin Wilbert,	" " "	.40
10-1-24	Elmer P. Lewis,	Garate Asst.	.45
10-1-24	Willard Jaycox,	" "	.45

Increase

10-1-24	L. E. Sharp,	Mot. Tr. Dr.	$.45 to .50 hr.

Discontinued Employment

9-19-24	Harry W. Fackler	Bridge Attend.	Discharged.

Route 18, Section 1.

The Secretary presented a communication from Arthur Newcomb, Mayor of the Borough of Alpine, requesting information concerning the status of the construction of Route 18, Section 1, on which work the contractor J. J. McGarry, has taken away his equipment. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and Mr Newcomb was directed to be advised that the Commission has decided not to proceed with this contract and will adequately provide for the flow of traffic in this vicinity.

Commendation

State Highway Engineer Sloan informed the Commission that during the past week he had spent a day with the State Highway Commissioners of New York and Pennsylvania in a tour of the roads in northern New Jersey, and these Engineers had informed him that the concrete work being done in this State was of a better calibre than that being performed in their own states. State Highway Engineer Sloan also informed the Commission that during the past week he had attended a conference of the Electric Railway Engineers in Atlantic City and he had received an impression as to the type of motor bus which it is anticipated will be part of the rolling stock of the transportation companies in use on the highways.

Detours-Route 13.

The Secretary presented a communication received by Chairman Scott from William C. Vanderwater, Township Attorney for Princeton Township, calling attention to the damage done to the Quaker Road running along Stony Brook from Lincoln Highway of Route 13 to the Branch Turnpike running from Princeton to Trenton, known as Mercer Street, This damage was attributed to the traffic using it as a detour while Route 13 between Trenton and Princeton was under construction. Request was made that the road be placed in as good a condition as it was before this traffic was placed upon it. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission referred this matter to the State Highway Engineer to take the same up with the contractors on Route 13 and to make a report at the next meeting.

Route 4-Detours-
Request for Aid-Middlesex County

Commissioner Jelin stated that he had investigated the complaint of Woodbridge Township for assistance in repairing St. George Avenue which they claimed was used during the construction of Amboy Avenue, Route 4, as an official detour, and the road was thus subjected to traffic beyond that anticipated when it was originally improved a short time before, and he moved that the State Highway Commission request an opinion from the Attorney General as to whether assistance can now be legally given to Woodbridge Township for the repairing of St. George Avenue, State Highway Engineer Sloan to prepare and present the necessary documents on this matter.. This was seconded by Mr. Kidde and adopted.

Route 18, Section 1.

In further reference to the matter of Route 18, Section 1 at Alpine, which contract it was decided upon not to proceed with, Commissioner Stewart moved that the Commission authorize the State Highway Engineer to proceed with the plans and specifications for the grading and drainage of approximately 3½ miles of this road between Hillside Avenue, Alpine, north to new alignment at Dr. Burnett's residence, and that authorization be given for the advertising of this work. This was seconded by Mr. Kidde and adopted.

October 14, 1924.

Route 9, Section 13.

State Highway Engineer Sloan reported that Route 9, Section 13, Whitehouse-County Line Road, is completed and ready for acceptance by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, final inspection of this work was referred to Commissioner Stewart for report.

Route 6, Section 10.

State Highway Engineer Sloan reported the completion of Route 6, Section 10, Quinton-Marlboro section, and recommended final inspection and acceptance. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission referred the final inspection of this work to Commissioner Jelin.

Conference

The Commission next went into conference on several matters until 5:00 P.M., when the meeting was again resumed.

Route 18, Section 1.

The Secretary advised that Mr. Schwartzstein, President of the Westchester Ferry Corporation, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Schwartzstein appeared and inquired of the Commission as to what disposition would be made of the contract for the improvement of Route 18, Section 1, through Alpine. Commissioner Stewart informed Mr. Schwartzstein that the State Highway Commission had this day taken action looking toward the grading and drainage of 3½ miles of this road, inclusive of the Alpine Section, and as soon as plans and specifications were prepared the work would be advertised. Mr. Schwartzstein inquired as to the approximate time when the job would be completed. Mr. Stewart informed him that this was an indeterminate thing at this time since there was no action taken beyond that covering the grading and drainage, but that in the natural course of events the paving would follow directly after the grading was completed and accepted. State Highway Engineer Sloan stated that in his opinion the road should be ready for traffic by next summer. Mr. Stewart also informed Mr. Schwartzstein that it was the purpose to keep traffic open on the road while the construction was going on. Mr. Schwartzstein informed the Commission that he had no interest in the matter other than he was President of the Westchester Ferry Corporation and it was interested in having the flow of traffic proceed uninterrupted.

Advisory Board Routes-Camden

State Highway Engineer Sloan next presented for the consideration of the Commission, sketches prepared by Mr. Giffin, Division Engineer on the Camden Advisory Project, showing alternate lines for the Bridge Boulevard which will extend from the plaza of the new Camden Bridge to a proposed Crescent Route. There were four lines shown, classified as A. B. C and D, and the Commission went into consideration of these various lines and discussed estimates prepared. Following this discussion, Commissioner Stewart moved that a hearing be held on Tuesday, October 21st at Trenton, as preliminary to the final adoption of a line for the Bridge Boulevard, extending from the Camden Bridge Plaza to a proposed Crescent Route. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was adjourned at 6 P.M. to meet in regular session again on Tuesday, October 21st, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 21, 1924.

A regular meeting of the State Highway Commission was held in the Commission meeting rooms, Broad Street Bank Building, Trenton, on Tuesday, October 21st, 1924. The meeting was called to order at 11 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, and Messrs.
Percy H. Stewart, Abraham Jelin and Walter Kidde.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of September 16th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Bridge Boulevard, Advisory Board-Camden

The Secretary informed the Commission that pursuant to a hearing advertised to be held this day on the matter of the Bridge Approach, extending from the proposed boulevard to the Camden Bridge Plaza, there were present representatives of the City of Camden and various Civic organizations in Camden, who desired to be heard on this matter. On motion, duly seconded, a hearing was ordered to proceed. Chairman Scott advised the visiting delegation that the State Highway Commission has, during the past few months, been having surveys made in the City of Camden, with a view toward determining upon the most satisfactory location for the entrance boulevard between the proposed Crescent Route and the Bridge Plaza, and he called upon State Highway Engineer Sloan to outline the scheme suggested. Major Sloan stated that in the surveys there had been selected four proposed lines designated as A, B, C. and D, on a map which was exhibited. He stated that line "B" was the one originally selected by the Camden Advisory Board, but it entailed difficulty and expensive construction through the bed of Cooper River as well as the taking of valuable riparian rights and dock frontage from the Public Service Company power house and the Keystone Leather Company. He stated that line "C" attempted to correct this condition but also involved the changing of the river channel. Line "D" was placed on higher ground below lines "B" and "C" but cut through a developed park in Camden and also runs in back of a new High School, which is objectionable. He recommended that line "A" be considered as the best one for the reason that it is all on high ground and does not involve any river changes and can be so built up as to eliminate a grade crossing at Federal Street. He also offered the suggestion that instead of having one 80 foot street from Federal Street to the Plaza, that three streets of thirty feet each be used, using the center one for traffic in both directions during rush hours and using the other two as one-way streets at all times, going toward or coming off the bridge. Mr. Leavitt, City Planning Engineer for Camden, next addressed the meeting and outlined the advantages of Routes "A" and "B" with respect to the situation in the City of Camden. Mr. Bleakley, representing the Chamber of Commerce, voiced opposition to any plan looking toward the use of any other than a broad highway all the way through to the bridge. Mr. Allen, representing a permanent committee of citizens and civic bodies, stated that he rather favored line "D". Mr. Barker, representing the Public Service Corporation, Real Estate Department, advised that he desired to inform the Commission that line "B" would wipe out the dock facilities of the Public Service Corporation and also would take the coal storage yards. He stated also that in building a circle at Newton and Federal Streets it would be interfering with the Public Service Railway property. He stated, however, that his company was in a position to go along with any plans the Department might finally determine upon and only desired sufficient time in which to make changes which are necessary. Mr. Doyle, representing the Keystone Company, next advised the Commission that line "B" would take away the water rights and dock frontage by which all the coal and skins used by the company were received in barges. A statement was also made by Mr. Iszard, representing the Camden Real Estate Board and the South Jersey Automobile Club, offering cooperation of his organizations, but protesting against any way other than a wide boulevard through the location rather than a three-street proposition. Offers of cooperation were also extended by Mr. Hurley, representing the Lions Club, and Mr. Warburg, representing the Kiwanis Club. Mr. Albertson, County Engineer, spoke in favor of a wide entrance to the plaza. Chairman Scott closed the meeting by stating that the Commission has been held up a considerable length of time without any fault attaching to its members, due to legislative action and other reasons, and that unless some work was undertaken very soon, there could be no completion by the time the bridge was opened to traffic.

He suggested that some immediate steps be taken to secure a consolidated expression from the City of Camden. Mayor King of Camden stated that he would have his Commissioners cooperate with the various civic organizations and would bring a report to the Commission at its next meeting on the following Tuesday.

The Commission next resumed its regular meeting.

Motor Vehicle Aid-Warren County

Chairman Scott reported that he had made inspection and would recommend acceptance of the Alpha Borough Road, Warren County, Motor Vehicle Aid work. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on the Alpha Borough Road, Warren County, Motor Vehicle Aid.

Township Aid-Sussex County

Chairman Scott reported the final inspection and recommended acceptance of the Hainesville-Montague Road, Sussex County, Township Aid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance as recommended.

Township Aid-Warren County

Chairman Scott reported the final inspection and r ecommended acceptance of the Hainesburg-Columbia Road, Warren County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance as recommended.

Township Aid-Sussex County

Chairman Scott reported the final inspection and recommended acceptance of the Newton-Swartswood Road, Sussex County, Township Aid. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ordered this work accepted.

Beaver Brook Bridge-Route 5.

Chairman Scott reported the final inspection and recommended acceptance of the Beaver Brook Bridge on Route 5, at M. P. 5.3. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment of the Beaver Brook Bridge on Route 5 at M. P. 5.3.

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Passaic River Bridge-Route 16.

Commissioner Kidde reported final inspection and moved acceptance of the Passaic River Bridge on Route 16, at M. P. 32.2. This was seconded by Mr. Stewart and adopted.

Route 16, Section 6-A.

Commissioner Kidde stated that he had also inspected Route 16, Section 6-A, and he would call attention of the Engineer to a number of minor matters to be attended to before the final payment is passed, especially with encroachments of driveways through Bernardsville. He moved the acceptance of this work subject to approval of final papers by the State Highway Engineer. This was seconded by Mr. Stewart and adopted.

Route 6, Section 10.

Commissioner Jelin reported inspection of Route 6, Section 10, Quinton-Marlboro section, and moved that the same be accepted and final payment authorized. This was seconded by Mr. Stewart and adopted.

Bridgeton-Port Norris Road

Commissioner Jelin reported the inspection of the Bridgeton-Port Norris Road, Federal Aid work, Cumberland County, and moved its acceptance. This was seconded by Mr. Stewart and adopted.

Route 9, Section 13.

Commissioner Stewart reported that he had inspected the completed work on Route 9, Section 13, Whitehouse-County Line Road, and he moved that the same be accepted and the contractor be complimented for completing the work in such rapid order. This was seconded by Mr. Jelin and adopted.

Advisory Board-Jersey City

Commissioner Stewart reported to the Commission that since the last meeting he had held a conference with the State Highway Engineer and Mr. B. H. Davis, a Consulting Engineer, on the matter of concrete bridges or structures, and discussion was had with Mr. Davis on the matter of the proposed viaduct in Jersey City. State Highway Engineer Sloan advised the Commission that there were no arrangements made for compensating Mr. Davis for his services and there would be none unless it was determined to build a concrete structure for the viaduct, and then some negotiations would be entered into for Mr. Davis' services on the design.

Route 9, Fanwood.

Commissioner Stewart also stated that he had interviewed Mayor Thompson of Fanwood, concerning the disposal of materials used by the contractor on road construction of Route 9 in that vicinity, and he had suggested to Mayor Thompson that he appear before the Commission and lay the matter before it at the earliest possible moment.

Route 4, Bradley Beach.

The Secretary informed the Commission that Mr. F. P. Reichey, Borough Clerk of Bradley Beach, together with the Commissioner of Streets, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Reichey appeared and informed the Commission that Bradley Beach was very anxious that the State Highway Commission take over Route 4 through Bradley Beach. He advised that when Route 4 was originally taken over, the Commissioners of Bradley Beach were unwilling to surrender the maintenance of that street to the then existing Maintenance Department, due to delays encountered in receiving information from the Department. However, at the present time they are willing to turn over the street and the franchise of the Public Service Railway Corporation for the maintaining with brick similar to the rest of the street 18 feet in the center thereof. He advised the Commission that originally this street was improved by the Borough without aid from the County or the State and it was felt that the maintenance over the past ten years should influence the Commission in taking this highway over even though it was pointed out that there was about 80 yards on the whole strip of one mile which needed some attention. Commissioner Kidde suggested that the State Highway Commission take over the road for further maintenance, and he moved the adoption of the following resolution:

WHEREAS, by Chapter 14 of the laws of 1917, there was designated a highway route known as State Highway Route 4, extending from a point at or near Rahway to Absecon,

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission does hereby take over for maintenance and construction that portion of State Highway Route 4 lying within the boundaries of the Borough of Bradley Beach and locally known as Main Street, beginning at the northerly boundary of the said Borough of Bradley Beach, the same being the

> common boundary of Neptune Township, and running thence in a southerly direction four thousand, five hundred sixty (4,560) feet. more or less, to the common boundary between the Borough of Bradley Beach and Avon at Sylvan Lake; the length to be taken over being 0.86 miles more or less, and the width to extend from curb to curb line.

This was seconded by Mr. Stewart and adopted.

Route 18, Section 1.

The Secretary presented a communication received by Chairman Scott from the Knickerbocker Automobile Club of New York, inquiring concerning the further prospects for the completion of Route 18, Section 1, work on which had been stopped by the Commission. Commissioner Kidde stated that he believed that the best interests of the State could be served if the Commission would undertake to complete that strip already authorized for grading, by the placing of a concrete pavement thereon in view of the fact that the plans and specifications for the grading work have not yet been advertised, and he moved that approval be given to plans and specifications for the construction of Route 18, from Sylvan Avenue in the Borough of Alpine for a distance of about 3½ miles to a point where the highway will take new alignment with the concrete pavement, this action to supersede action already taken in approving plans and specifications for grading and drainage work, and the State Highway Engineer was authorized to advertise this work as soon as plans and specifications were ready. This was seconded by Mr. Stewart and adopted.

Route 18-North.

Commissioner Kidde stated that in order to permit the Commission to proceed with the improvement of Route 18, it would be necessary to take over as part of the State Highway System all of that section now included for construction and he moved the adoption of the following resolution:

> WHEREAS, by Chapter 197 of the laws of 1923, there was designated Route 18-North from Hoboken to the New York State Line by way of Weehawken, West Hoboken, Town of Union, North Bergen, Fairview, Ridgefield, Palisade Park, Fort Lee, Englewood Cliffs, Tenafly and Alpine, as a part of the State Highway System,
>
> NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that a portion of the said State Highway Route 18-North, Beginning on Sylvan Avenue Boulevard at a point about nine hundred (900) feet North of the intersection of the Hendrick Hudson Drive and the said Sylvan Avenue Boulevard, and extending

> northward for a distance of two and three quarters (2 3/4) miles more or less to a point near the residence of Dr. Burnett at the southerly line of the property of the Phelps Estate, be and the same is hereby taken over as a part of State Highway Route 18-North for future maintenance and construction by the State Highway Commission.

This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication from the Knickerbocker Automobile Club of New York, be replied to with the advice that the Commission has decided to proceed at once with the improvement with concrete pavement for a distance of 3½ miles of this highway instead of the original contract through the Borough of Alpine.

E. P. Goodrich, Consulting Engineer

The Secretary presented a communication from Mr. E. P. Goodrich, Consulting Engineer of New York City and who acted as consultant to the Advisory Board on the Jersey City Project, in which he offered his services to the Commission in giving further data which has been collected by him, bearing on a similar situation. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that Mr. Goodrich be advised that the Commission appreciates his interest in the work and if any further information is required it will be glad to negotiate with him further for his services.

Request for Aid-
Quaker Road, Princeton Township

The Secretary again presented to the Commission the communication from the Township of Princeton concerning the condition of the Quaker Road near Stony Brook, together with a communication from the Utility Construction Company, contractors on Route 13, in which the latter advised that the Stony Brook Road was now in better condition than at the time it was used by the contractors for the hauling of materials, and that permission was granted by the Pyne Estate to place materials on the road. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was ordered referred to the State Highway Engineer for disposition in connection with other claims made against the contractors on Route 13.

October 21, 1924.

Route 13-Princeton.

State Highway Engineer Sloan reported to the Commission that he had had a representative interview Mrs. Cleveland or her representative in Princeton, in connection with driveway spoken of by her with General Scott, and that all driveway work through Princeton was performed at the expense of the property owners, and that Mrs. Cleveland had been so advised.

Drainage-Route 6.

The Secretary directed attention to the matter presented by a delegation from Mullica Hill on Route 6 at the last meeting and requested disposition as to the matter of drainage in that vicinity. State Highway Engineer Sloan informed the Commission that further investigation had been made and there appeared to be no obligation on the part of the State to do any further work at that point.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter remain as at present in accordance with the decision of the State Highway Engineer.

Route 10, Detours, Request for Aid-Bergen County

The Secretary presented a communication from Mr. J. E. Thier, County Supervisor of Roads in Bergen County, requesting aid to the extent of $3,000.00 for the repair of Broadway in Bergen County, used as a detour during the construction of Route 10. On motion by Mr. Kidde, seconded by Mr. Jelin, this allotment of $3,000.00 was authorized for Bergen County.

Roseld Ave., Deal, Monmouth County

Commissioner Jelin reported that the County of Monmouth was desirous of again taking up the matter of Roseld Avenue in Deal, and he requested authority to consult with the County. On motion by Mr. Stewart, seconded by Mr. Kidde, Commissioner Jelin was authorized to negotiate with Monmouth County and the Borough authorities and to make a report of the matter.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was recessed for luncheon at 1:00 P.M. to meet in regular session again at 2:30 P. M. The meeting was again resumed at 2:30 P.M. as agreed, with the same members present as at the morning session.

October 21, 1924.

The Schedule of Business was next taken up for consideration with the recommendations of the State Highway Engineer, item by item as follows:

Route 1, Extension-Jersey City

There was presented a report of the following bids received for the making of borings on Route 1 Extension through Jersey City. State Highway Engineer Sloan recommended award of contract to the Giles Drilling Company at their's the lowest bid received in the amount of $7,287.50.

Giles Drilling Company	$ 7,287.50
Osborne Drilling Company	8,650.00
Sprague & Henwood, Inc.	11,487.50

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the making of borings on Route 1 Extension through Jersey City, to the Giles Drilling Company, at their's the lowest bid received in the amount of $7,287.50, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 4, Section 25-A

There was presented the following report of bids received for the construction of Route 4, Section 25-A, Morgan Grade Crossing Elimination. State Highway Engineer Sloan recommended that award of contract be made to S. S. Thompson & Co., Inc. at their's the lowest bid received in the amount of $103,307.50:

S. S. Thompson & Co. Inc.	$ 103,307.50
Tuller Construction Co.	103,767.25
T. J. M.Contracting Co.	104,473.80
Geritson Construction Co.	107,125.20
National Co. Inc.	109,223.55
Conrad Sebolt	112,362.60
William C. Smith	113,311.85
J. F. Chapman & Son	113,438.80
Utility Construction Co.	120,439.05
Jannarone Contracting Co.	120,602.85
C. H. Winans Co.	125,413.15
George S. Curtis Co.	136,890.39
Wilson & English Const. Co.	139,236.37

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 25-A, Morgan Grade Crossing Elimination to S. S. Thompson & Co. Inc., at their's the lowest bid received, in the amount of $103,307.50, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Right of Way-Route 4

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #9, on Route 4, Morgan Grade Crossing Elimination Cut-off, from George and Maud Mundy for the consideration of $800.00.

Right of Way-Route 8

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance of a deed from the Passaic Consolidated Water Company on Parcel #3, Route 8 at Reeve's Bridge, for the consideration of $1.00.

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #3-C, on Route 14, Section 9, from James E. and Lavinia A. Allen for the consideration of $196.00.

Right of Way-Route 14

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following Parcels of property on Route 14, Section 11, Petersburg-Tuckahoe section:

Parcel #6,	Carrie & Chas. C. Benton -	consideration	$100.00
" #7,	Wm. & Madeline M. Fisher -	"	30.00
" #8,	John T. Libby, -	"	100.00
" #17,	Jeremiah & Hannah W. Bailey,	"	225.00

Right of Way-Route 18

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of a deed from the William Walter Phelps Estate, for Parcel #11 on Route 18, Section 1, Borough of Alpine, for the consideration of $1.00, and a letter of thanks was authorized.

Employments.

On motion by Mr. Stewart, seconded by Mr. Kidde, the following list of employments as made by the State Highway Engineer since the last meeting of the Commission, was ratified:

10-8-24	Sean O'Deorain,	Senior Draftsman	$ 165.00 month
10-14-24	Kenneth Martin,	Material Inspector,	125.00
10-16-24	Roger H. Voorhees,	Gravel Patrol	90.00

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10-1-24	Wm. Braun, Jr.	Motor Truck Driver	$ .40 hour
10-16-24	Ernest Gray,	Mechanic	.55
10-13-24	Wm. M. VanHise,	"	.65
10-15-24	Charles Scott,	Garage Assistant	.45
10-1-24	Edwin Holloway,	Motor Truck Driver	.40
10-15-24	Chas. Askey,	Mechanic,	.60

Increases

10-16-24	Clarence W. Becker,	Mechanic,	$.60 to .65 hour
10-16-24	Girard Radice,	Motor Tr. Dr.	.45 to .50 "
10-15-24	W. H. Voorhees,	Junior Engineer,	$100.to $110. month
11-1-24	Harry Partington,	Highway Insp.	145.to 155. "

Discontinued Employment

10-14-24 Wm. T. B. Pilling, Junior Engineer (on leave of absence)

Township Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved award of contract by Lawrence Township, Mercer County, for Lawn Park Avenue.

Township Aid-Salem County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved change in prices of force account agreement previously approved for the Harrisonville-Light House-Cemetery Road, Lower Penns Neck Township, Salem County, Township Aid, by the insertion of the price of $1.25 per hour for trucks and $1.25 per ton for cinders on truck at the dock instead of $1.00 f.o.b. boat.

Permits-Closing Route 1

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of granting permission to the Borough of Hightstown to close a portion of Route 1 from eight P. M. to midnight on October 30th, the Borough to provide satisfactory detours for traffic.

Route 10, Section 6.

State Highway Engineer Sloan reported final completion on Route 10, Section 6, Paterson to Hackensack section. On motion by Mr. Jelin seconded by Mr. Stewart, this road was referred to Commissioner Kidde for final inspection, preliminary to acceptance.

Route 20, Westville

State Highway Engineer Sloan presented to the Commission a report on the condition of Route 20 for a distance of approximately one-half mile South from the intersection with Route 6 in Westville, and due to the very worn out condition of the bitumen surface he recommended that no considerable amount of repairs be done on this section at the present time, but that surveys be immediately started providing for a concrete pavement and that negotiations be entered into with the Town of Westville looking toward the town assuming the cost of the additional width over 22 feet and the town's reconstructing the curbs at a proper grade. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that a report concerning negotiations with Westville be presented at an early date.

Route 10, Bluff Road

The Secretary informed the Commission that a certified check for $300.00 had been received from Mr. Walter Kissam, owner of property parcel on Route 10, Bluff Road section, and a deed was ready for execution in behalf of the State of New Jersey for the return of this property by the State, in consideration of the sum of $300.00, which was the same amount paid for the property by the State originally. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the sale of property of Walter Kissam on Route 10 to the former owner for the sum of $300.00 and authorized a deed to be signed by all the Commissioners on behalf of the State.

Meetings.

The Secretary informed the Commission that November 4th was election day and that November 11th was Armistice Day, both legal holidays, and he inquired as to the November meetings of the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission determined that the first meeting in November shall be held on Monday, November 3rd, instead of Tuesday the 4th, and that no further meeting be held until Tuesday, November 18th, unless earlier convened by the Chairman.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned at 4:30 P.M., to meet in regular session on Tuesday, October 28th, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

OCT. 28, 1924

MAR. 24, 1925

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MINUTES OF MEETING - October 28, 1924.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, on Tuesday, October 28th, 1924.

Present: Messrs. Walter Kidde, Percy H. Stewart and Abraham Jelin.

Absent: General Hugh L. Scott.

Commissioner Kidde moved the election of Commissioner Stewart as Chairman pro tem for this meeting. This was seconded by Mr. Jelin and adopted.

Complaint-Route 4, South Amboy

The Secretary informed the Commission that a delegation was present from the Board of Freeholders of Middlesex County and desired a hearing before the Commission. On motion, duly seconded, a hearing was granted. There appeared Director Dey of the Board, and several other members, and Mr. Dey, acting as spokesman, informed the Commission that a number of complaints had been received by the Board of Freeholders of Middlesex County because of the condition of an underpass on upper Main Street, South Amboy on Route 4 between the County Bridge and Main Street, and he advised that the Board of Freeholders of Middlesex County had prepared a resolution requesting the State Highway Commission that there be a concrete wall built and other necessary improvement made to protect the traveling public from inconvenience caused after storms by the filling of the underpass with sand and water. He suggested that it may be possible to work out a way whereby this condition could be remedied. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered referred to the State Highway Engineer for investigation and report.

Albany Street Bridge-Route 1.

Dr. Belloff of the Middlesex County Board of Freeholders, stated that at the request of residents of Highland Park, he desired to call attention to the congested condition existing on the East side of the Albany Street Bridge at Highland Park, due to the trolleys being obliged to stop on the bridge at this point. He stated that this was due to the fact that the switch now used was too short, and he suggested that some arrangements be made whereby the Public Service Corporation will extend its tracks off the bridge so that the trolley would pass out of the line of traffic while waiting at the switch. He stated that he had taken this matter up with the Public Service Corporation authorities and they expressed their willingness to do this if the expenses would be borne by the State. Commissioner Jelin moved that the matter be referred to the State Highway Engineer to take up with the Public Service authorities to determine what can be done in the matter. This was seconded by Mr. Kidde and adopted.

Advisory Board-Camden

The Secretary informed the Commission that a large delegation from the City of Camden was present and desired to be heard. On motion, duly seconded, a hearing was granted. Mayor King, together with about 25 citizens of Camden appeared and he addressed the Commission advising that at last Tuesday's meeting a promise had been made that the City of Camden would bring a decision to the Commission on the adoption of either line "A", "B", "C" or "D". He advised that since last Tuesday, one of the largest public meetings ever held in the history of Camden had been held with representatives of the Chamber of Commerce, Real Estate Board, and every civic organization, and it was decided that Route "B" is the first choice and Route "C" the second, if the first proved too difficult of engineering accomplishment. He called on Mr. Stern, Editor of the Camden Daily Courier and a member of the City Planning Committee, to address the Commission. Mr. Stern referred to the interests that would be served by the improvement of Route "B" or "C" and that this improvement would benefit the real estate values in Camden immensely and also would furnish to the State an entrance that would be pleasant. He called attention also to the fact that the idea of beautifying the city entrance was tried in Philadelphia, and it had returned the city immense profits in ratables. There were also addresses made by Mr. Weir, representing Mr. Leavitt, City Planning Engineer of Camden, Mr. Blakeley representing various interests in Camden, and Mr. Allen representing the united civic organizations of Camden, all favoring Route "B" as being the best that could be selected. City Commissioner Sherwin of Camden expressed appreciation to the Commission for the consideration shown in granting the hearings before proceeding with the work. Commissioner Kidde inquired as to what disposition the City desired to make in regard to the direct entrance to the plaza; whether it was preferred to have three 30 foot lanes rather than one 80 foot lane. Mayor King stated that it was the general feeling in Camden that inasmuch as this was something which would be of equal consideration if a selection was made of Routes "A", "B", "C" or "D", the municipality had refrained from discussing this feature at the present time and would take it up if the main route was established. Another consideration, he stated, was the fact that even were the three lanes used for the present, a change could always be made in the future, since in the 80 foot width there would be a loss to the city ratables, due to the demolition of 100 houses on Penn Street. Commissioner Kidde called attention to the fact that at the present time condemnation would not cost the State or City as much as it will five years hence. Commissioner Stewart informed the delegation that all of the matters spoken of would be given serious consideration and the Commission would assure the Camden folks that endeavor has been made to give everyone an opportunity to express an opinion on the project and it is expected that a decision would be reached by the Commission in a very short time in order that the work might proceed and be completed before the bridge is opened.

Route 9, Bloomsbury

The Secretary informed the Commission that a delegation of residents of the Town of Bloomsbury on Route 9, together with Freeholders from Hunterdon and Warren Counties, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Agans of Hunterdon County introduced Mr. Miller, Prosecutor of Pleas of Hunterdon County and representing the Boro of Bloomsbury. Mr. Miller stated that the Borough of Bloomsbury understood that there was a proposition whereby Route 9 would not go through the main street of Bloomsbury as at present, but would skirt the community. He stated that the Borough opposed very strenously to this because of the fact that it now receives its revenues from business located on the present highway and which would not be on the new road when completed. He stated that as to the objections concerning the road passing a school house and having a sharp angle at the point, there was a willingness on the part of the property owners to give the State whatever land was needed for suitable curves, and sufficient protection would be given the school children in the way of fences so that they would not interfere with the traffic. He pleaded with the Commission to consider this proposition very thoroughly. Commissioner Kidde asked the municipal authorities to understand that throughout the State there was a movement to keep the heavy through traffic off the main streets of the communities and this must be considered when the building of roads was for many years in the future. Commissioner Jelin stated that he believed that there was sufficient interest in this project to have the Commission make a personal inspection on the ground before arriving at a decision as to the line, and he moved that a tour of inspection be arranged for the Commission to view this project. This was seconded by Mr. Kidde and adopted. Senator Agans advised the Commission that both Hunterdon County and Warren County were in favor of the road remaining in its present line for the reason that if a new line was adopted the old road and bridge would fall back upon the counties for maintenance.

Route 5, Section 13,
Budd Lake-Netcong.

The Secretary informed the Commission that Mr. T. J. Wasser, Civil Engineer for the Public Service Production Company, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Wasser stated that on the work being performed by his company on the Budd Lake-Netcong section of Route 5, the work had reached a point where it would be possible to complete the same during the present year instead of carrying it over the winter, if some provision was made whereby the work would not have to stop for curing of concrete, and he suggested that they be permitted to use "lumnite" cement, which is a patented process and can be driven over after twenty-four hours. The cost of this, however, for the balance of the work, would be about $2,400. and he asked that the State pay this amount in order to insure prompt completion of the work. State Highway Engineer Sloan stated that this matter was taken up with the Construction Engineer of the Department and while there would be an advantage to the State in the prompt completion of the work, it would also be an advantage to the contractors, and he would not favor the use of "lumnite" cement for the finishing of this work until experimental work in connection with this cement had been given a fair test on heavy traffic. Commissioner Kidde suggested that a detour be provided in order to permit the contractor to proceed with the entire finishing of the work in one operation rather than do it in half portions. This would permit the whole work to be completed without the necessity for waiting until one side was ready for traffic before beginning on the other. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Engineer be instructed to arrange for the necessary easements in order to furnish a detour for traffic to the completion of the work.

Route 3 Widening-Hammonton.

The Secretary presented a communication received from Mrs. George H. Parkhurst of Hammonton, New Jersey, requesting that the State Highway Commission permit the trees through Hammonton to remain and stating that request has been made by the Women's Civic Club of Hammonton to have the Legislators amend the present act to permit the Commission to have discretion to have these trees remain within the graded width. In this connection the Secretary presented a petition signed by the majority of the property owners along this section requesting the removal of the trees now located on this road. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication and the petition be received and placed on file.

Proposed New Route

The Secretary presented a petition signed by residents of Keansburg, Keyport and vicinity, requesting the State Highway Commission to lay out a route to be known as the Ocean Boulevard between Atlantic Highlands and Matawan Creek, and urging that the Commission give approval of this in order that legislation may be adopted toward this end. On motion by Mr. Kidde, seconded by Mr. Jelin, the petition was ordered received and placed on file.

Route 4, through Eatontown

The Secretary informed the Commission that representatives of the Eatontown Township Committee were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Reddan advised that Dr. Rush, Mayor of Eatontown, could not be present and had delegated him and Mr. Hendrickson as representatives, to appear before the Commission and ask whether it would be possible for the Commission to release the Eatontown Township Committee from its obligation to pay for State Highway improvement through that Town on Route 4, because of the fact that the community had suffered through loss of taxes due to the failure of a trolley line. Commissioner Jelin stated that he did not believe the Commission had any authority to change contracts as entered into with the municipalities, and there was no further action taken by the Commission.

Hackensack River Bridge-Route 1

The Secretary presented a telegram from the Board of Commerce & Navigation, requesting conference with the State Highway Commission on the matter of the Hackensack River Bridge. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary arrange for such a hearing and make report at the next meeting on Monday, November 3rd.

Shark River Bridge-Route 4

The Secretary presented a communication from the Borough of Belmar, requesting information as to whether plans had been adopted by the Commission for the rebuilding of the Shark River Bridge, and stating that they will be opposed to the building of a new bridge West of the railroad in order to eliminate one grade crossing. On motion by Mr. Kidde, seconded by Mr. Kidde, the Secretary was instructed to advise the Borough of Belmar that the Commission is now making plans for a bridge and if they desire a hearing on the question, the Commission will be glad to grant the same when the plans are completed.

Memorial Resolutions.

The Secretary informed the Commission that he had been advised of the death of Mr. Weldon, President of the Weldon Contracting Company, contractors on State Highway work. Commissioner Jelin moved that the Secretary forward suitable expressions of regret on the death of Mr. Weldon.

The Secretary read to the Commission a formal notification from the Stillman-Delehanty-Ferris Company of the death of Mr. J. J. Ferris, President of that company, which company is the contractor on the Perth Amboy-South Amboy Bridge. Commissioner Jelin moved that the Secretary forward suitable expressions of regret on the death of Mr. Ferris, and that expressions of sympathy be extended to his family.

Commissioner Kidde called attention to the very great loss occasioned by the death of Clifford M. Holland, Chief Engineer of the Inter-State Bridge & Tunnel Commission, who had also served so well on the Advisory Board in connection with the tunnel study over the Hackensack and Passaic Rivers and offered the following resolution for adoption:

> WHEREAS, the Almighty has, in His supreme judgment, seen fit to take from our midst Clifford M. Holland, the Chief Engineer of the Inter-State Bridge & Tunnel Commission, and
>
> WHEREAS, the State Highway Commission of New Jersey is fully cognizant and deeply appreciative of the very high standard of services rendered by him to the Commission as a member of the Advisory Board on the study of the Vehicular Tunnel traffic situation through Jersey City and Newark;
>
> THEREFORE, BE IT RESOLVED, that the State Highway Commission of New Jersey does mourn the great loss to the State caused by the death of Mr. Holland, and does hereby express its recognition of the work performed by him on the above mentioned Advisory Board, rendered without expense to the State as a high example of fidelity and service to the State of New Jersey, and
>
> BE IT FURTHER RESOLVED, that a copy of these resolutions be forwarded to his family and to the Inter-State Bridge and Tunnel Commission.

This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 12:30 P.M. to meet in regular session again at 2:30 P.M.

The meeting reconvened again at 2:30 P M. as agreed with the same members present as at the morning session.

Permits-Loads on Highways

There appeared before the Commission Mr. Jaeger of Plainfield, mover of heavy road machinery and equipment who requested permission for the removal of one electric crane. State Highway Engineer Sloan informed the Commission that he had investigated this request and would recommend approval for the same. Commissioner Kidde moved that in all cases where applications are made for moving trucks with weight beyond the legal limit, the State Highway Engineer shall have authority to give the necessary permission within the best of his knowledge, and in the event there arises any serious question, the same shall be brought before the Commission. This was seconded by Mr. Jelin and adopted.

October 28, 1924.

The Schedule of Business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer:

Route 15, Section 4.

Commissioner Jelin reported the inspection of Route 15, Section 4, Main Street, Millville, and moved that the same be accepted on the part of the State. This was seconded by Mr. Kidde and adopted.

Route 11, Sections 6, and 7.

The State Highway Engineer presented final statement of the cost of the construction of Main Street, Clifton, Route 11, Sections 6 and 7, Passaic County, and recommended payment of a balance due Passaic County on account of allotment made by the State for this whole improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the statement as submitted and authorized payment of a balance of $19,731.91 to Passaic County.

Route 14-Right of Way.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe section:

Parcel	#5 & #4-A, John D. & Sarah H. Williams,	consideration	$ 52.35
"	#21, Walter L. & Mary E. Yerkes,	"	200.00
"	#28, Cindia Corson, Widow,	"	50.00
"	#33 & #33-A, Charles Ainords,	"	100.00

Route 16-Right of Way.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #6 on Route 16, Section 8, South Somerville-Woods Tavern Road, from the Board of Trustees of the Harlingen Reformed Church for the consideration of $315.50.

Route 4-Toms River.

State Highway Engineer Sloan presented a petition signed by residents of Toms River, protesting against the abandonment of a portion of Route 4 in Toms River and the relocation of a portion of the said route. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission ordered the petition received and placed on file.

Employments.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission ratified the following list of additions and changes in employments as made by the State Highway Engineer since the last meeting of the Commission:

October 28, 1924.

Employed

11-1-24	Harry Cahill,	Mechanic	$ .60	per	hr.
11-1-24	A. K. Warner,	Title Searcher	150.00	"	mo.
11-1-24	Walter F. Kelly,	" "	150.00	"	"
11-1-24	Wm. L. Rogers,	" "	150.00	"	"
11-1-24	Theresa Gasser,	Sr. Clerk, Bkkp.	120.00	"	"
11-1-24	Alice Carrell,	Stenog. & Bkkp.	115.00	"	"
11-1-24	Jas. L. Walsh,	Title Searcher	150.00	"	"
11-1-24	Arthur H. Eskew,	" "	150.00	"	"
11-1-24	Wm. E. Clark,	" "	150.00	"	"
10-15-24	Hugh F. Cary,	Temp. Insp.	125.00	"	"
11-1-24	Florence M. Shoemaker,	Sr. Clk. Steno.	115.00	"	"
10-16-24	Kingsley White,	Motor Truck Driver	.40	"	hr.
10-20-24	C. T. Smith,	Gar. Asst.	.40	"	"
10-20-24	Edward Young,	" "	.45	"	"
10-23-24	C. E. Glines,	Mot. Tr. Driver	.50	"	"
10-16-24	Donald Lindsy,	" " "	.40	"	"
10-20-24	Voorhees Breece,	" " "	.45	"	"
10-20-24	Harry Hunter,	" " "	.45	"	"

Increases

11-15-24	Frank Vreeland,	Maintenance Foreman	$155. to $170. per mo.
11-1-24	Patrick Ivers,	Gravel Patrolman	100. to 110. " "

Discontinued Employment

10-22-24	Michael H. Boss,	Rodman,	Resigned.

Motor Vehicle Aid-Salem County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time to November 1st, 1924, on the contracts covering the following:

Pennsgrove-Pedricktown Road, Section 2,
Pedricktown-Woodstown Road, Section 1,
Salem-Hancock's Bridge Road, Section 1.

all of which are Salem County Motor Vehicle Aid work.

Township Aid-Monmouth County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved award of contract by Freehold Township Committee, on the Elton-Adelphia Road, Monmouth County, Township Aid.

Township Aid-Cumberland County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved a force account agreement on Canton-Othelle Road, Stoe Creek Township, Cumberland County.

Township Aid-Gloucester County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highwat Commission approved of award of contract by the Township Committee on Glassboro-Cross Keys Road (Focer Street) Washington Township, Gloucester County, Township Aid.

October 28, 1924.

Federal Aid-Route 4, Toms River-New Gretna.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Federal Aid Project statement on Route 4, from Toms River to Absecon.

Institutional Roads

The State Highway Engineer presented to the Commission a request received from Hon. D. S. Voorhees, Chairman of the Board of Managers of the Morris Plains State Hospital, for the necessary engineering work in connection with the resurfacing of an existing macadam road which leads from the end of the public road now maintained by this Department to the Administration Building. State Highway Engineer Sloan recommended to the Commission that the Department furnish the necessary specifications and type of contract, but that they be requested to make all arrangements for the carrying out of the actual engineering work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Voorhees be advised that the Commission will be very glad to make preliminary surveys for the work contemplated, but that when the work is finally undertaken the appropriation requested from the Legislature should carry with it the expenses for engineering.

Route 14, Section 7.

State Highway Engineer Sloan presented to the Commission a report from the Construction Division, outlining the claims made by Ross & Whelan, contractors on Route 14, Section 7, and recommended that the sum of $5,113.33 be allowed to Ross & Whelan as the percentage of the general expense due them on account of a diminishing of the quantity of work done. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the payment of the sum of $5,113.33 to Ross & Whelan in accordance with the recommendation of the State Highway Engineer.

Sidewalks on Bridges, Route 5-Musconetcong River Bridge.

State Highway Engineer Sloan recommended to the Commission that approval be given for the construction of sidewalks estimated to cost $1,195.00 on the bridge over the Musconetcong River at Hackettstown. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

Commission approved of the construction of sidewalks on this bridge at the expense of the State, so that it might join with existing sidewalks on each end.

Cooper River Bridge-Route 4.

State Highway Engineer Sloan reported to the Commission that in the next year's program there was included the reconstruction of Cooper's Bridge on Route 4 at Red Bank. He stated that the Commission would be justified, due to the increase of traffic of traffic on the route, to build the bridge with 40 foot width of roadway. Commissioner Jelin questioned as to other bridges on this route and was advised that the New Perth Amboy Bridge would have a width of 38 feet. Commissioner Kidde, therefore, moved that the width of the Cooper Bridge on Route 4 be fixed at 38 feet, including sidewalks on one side and that approval be given to plans and specifications for this work and advertisement be authorized when plans are completed. This was seconded by Mr. Jelin and adopted.

Morgan Grade Crossing-Route 4

State Highway Engineer Sloan reported to the Commission that in connection with the overhead crossing at Morgan it was anticipated that the building of sidewalk on one side .could be done by the municipality, but it now appears that this will not be so. He recommended that the State carry out the work of an estimated cost of $1,736.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

The Commission next went into conference to discuss progress on the work in Jersey City.

Route 4, Perth Amboy

After this conference, the Secretary informed the Commission that Mr. D. T. Willentz, Attorney for the City of Perth Amboy, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Willentz appeared and requested that the Commission give serious consideration to the connection of the newly improved section of Route 4, the old line of Route 4 in Perth Amboy. Chairman Stewart advised Mr. Willentz that the Commission had already taken steps to form a proper connection at this point without building a new bridge. Commissioner Jelin suggested that the State Highway Engineer and one member of the Commission go on the site and look the situation over during the coming week. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Commissioner Jelin make this inspection and report to the Commission at the next meeting.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned at 5:00 P.M., to meet in regular session again on Monday, November 3rd, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

A regular meeting of the State Highway Commission was held in the Commission rooms, Broad Street Bank Building, Trenton, on Monday, November 3, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy
H. Stewart and Abraham Jelin.

Route 18-North.

State Highway Engineer Sloan called attention to a communication received from Mr. Rionda on Route 18, requesting that consideration be given to the extension of Route 18 for an additional one-half mile. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for preparation of estimates and report as to the cost.

Equipment-Trucks

The Secretary presented a communication from the State Department of Agriculture, requesting cooperation from the State Highway Department in the preparation of an exhibit on the Steel Pier in Atlantic City, for the American Pomological Association and the National Grange from November 12th to November 22nd. Request was made that the Commission loan the services of trucks for the necessary transportation of equipment to Atlantic City and return. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the loan of trucks be made to the Department of Agriculture in accordance with their request, if same is legally possible.

Township Aid-Hunterdon County

The Secretary presented a petition received from the taxpayers of Hunterdon County, requesting continuation of the road connecting the Town of Changewater and the section known as the Puddle Church Road, which would connect with the County road between High Bridge and Long Valley. On motion by Mr. Jelin, seconded by Mr. Stewart, this petition was ordered referred to Assistant State Highway Engineer Reed for report.

Claim-E. E. McKensie.

The Secretary presented a communication from Mr. Edward E. McKensie of Canton, Ohio, together with photographs showing that while driving on State Highway Route 20 in the vicinity of Clayton, New Jersey, he collided with a tree which was within the right of way width of the highway and he suffered severe nervous shock with great damage to his car as well as injuring his niece, physically. He asked damages to the extent of $3,000. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary forward to Mr. McKensie a communication, expressing the regret of the Commission for the accident and advising that the State Highway Commission has no fund from which any damages can be paid for accidents on the State highways.

Complaints-Herbert St., Perth Amboy

The Secretary presented a communication from the Associated Automobile Clubs of New Jersey, directing attention to the very bad condition existing on Herbert Street, Perth Amboy, now used by traffic traveling on Route 4. He also advised that telephone communications from the Automobile Club of Hudson County and from former State Highway Commissioner Farrier, in reference to this same matter, had been received.

On motion by Mr. Jelin, seconded by Mr. Stewart, the communications were ordered accepted and the Secretary was directed to advise that Herbert Street is entirely within the jurisdiction of the municipal authorities of Perth Amboy, but by continuing one block further on Smith Street after coming off the bridge, this bad section can be avoided.

Entrance Road

Bridge Boulevard, Camden

The Secretary presented a communication from the North Camden Business Mens' Association, inclosing a resolution adopted by that organization recommending that Routes "B" or "C" be adopted for the Bridge Boulevard in Camden, and that also a broad thoroughfare be continued to the bridge plaza. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file after proper acknowledgment.

The Secretary presented a resolution from the Kiwanis Club of Camden, New Jersey, endorsing Route "B" for the Bridge Boulevard. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file after proper acknowledgment.

The Secretary presented a resolution from the Civic Improvement Association of Fairview, petitioning the adoption of lines "B" or "C" for the Bridge Boulevard through Camden. On motion by Mr. Jelin, seconded by Mr. Stewart, the petition was ordered received and placed on file after proper acknowledgment.

Request for Aid-Union County

The Secretary presented a communication from the Township of Union, Union County, explaining again the conditions existing in that Township due to the traffic placed upon Chestnut Street when Route 1 was under construction, and asking for aid in the repairs. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and placed on file after proper acknowledgment.

Black Horse Pike, Proposed Route

The Secretary presented a communication received by Chairman Scott from the Keystone Automobile Club, placing itself on record as favoring the construction of the Black Horse Pike as a relief route to the White Horse Pike. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file after proper acknowledgment.

Route 9, Fanwood

The Secretary presented a communication received from Mayor S. B. Thompson of Fanwood Borough, advising that he will appear before the Commission on Monday, November 10th on the matter of materials used on Route 9 construction. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and a hearing was approved for Mayor Thompson for Monday, November 10th.

Hackensack River Bridge-Route 1

The Secretary advised the Commission that the State Board of Commerce & Navigation could meet the Commission near the site of the Hackensack River Bridge either Thursday or Friday of this week for a discussion of the Hackensack River Bridge on Route 1 Extension. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the State Board of Commerce & Navigation be advised that the Commission will be glad to meet them at the Jersey City office of the Commission on Thursday, November 6th at 11:00 A.M.

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Route 9, Bloomsbury.

The Secretary presented a communication received from the Mayor of Bloomsbury, requesting that the Commission inform him as to when the proposed inspection of Route 9 through Bloomsbury will be accomplished. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the Mayor of Bloomsbury be advised that a notification will be forwarded to him a few days in advance of the date when the Commission will go to Bloomsbury for inspection.

The Schedule of Business was next taken up for consideration item by item as follows with the recommendations of the State Highway Engineer:

Route 9, Section 12.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission referred to Commissioner Stewart the final inspection of Route 9, Section 12, Plainfield-Westfield section, the same having been completed as of October 1, 1924.

Route 8, Section 4.

State Highway Engineer Sloan reported the completion of Route 8, Section 4, Charlottesburg-Smith's Mills section. Commissioner Jelin stated that in the absence of Commissioner Kidde he had inspected this work on a recent trip in North Jersey and would move that the same be accepted and final payment authorized. This was seconded by Mr. Stewart and adopted. Commissioner Jelin suggested that in view of the fact that Commissioner Kidde has been particularly interested in this improvement on Route 8, that he be requested to make a report of this work before the papers are actually put through for final payment.

Route 4, Section 20.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission referred the final inspection of Route 4, Section 20, Manasquan-Sea Girt section, to Commissioner Jelin, prior to acceptance.

Route 3, Section 12. Widening

State Highway Engineer Sloan presented to the Commission a report in which he advised that in line with the action of the Commission, there had been eliminated from the contract for Route 3, Section 12, Egg Harbor-Hammonton, approximately 15% of the work and he recommends that an amount of grading equivalent to the deduction be authorized on this contract for ten feet on the opposite side of this road under construction in anticipation of further widening of that side of the road. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Township Aid-Middlesex County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of extension of time from June 15th to July 31st for the completion of the Plainsboro-Cranbury Neck-Princeton Junction Road, Sections 1 and 2, Plainsboro Township, Middlesex County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the final acceptance of the Plainsboro-Cranbury Neck-Princeton Junction Road, Sections 1 and 2, in Plainsboro Township, Middlesex County, be referred to Commissioner Jelin.

Township Aid-Warren County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of Force Account Agreement on the Allamuchy-Johnsburg Road, Allamuchy Township, Warren County.

Haddonfield-Coffins Corner Road

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of extension of time to October 8, 1924, on the Haddonfield-Coffins Corner Road, Camden County, Motor Vehicle Aid.

Warrick Road, Camden County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved an extension of time to November 1, 1924, on the Warrick Road, Camden County, Motor Vehicle Aid work.

Kings Highway, Camden County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of extension of time to October 8, 1924, on Kings Highway, Camden County, Motor Vehicle Aid.

Employments.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions and changes in employments as made since the last meeting of the Commission by the State Highway Engineer:

Employments

11-1-24	Chas. N. VanLeer,	Junior Engineer	$125.00 mo.
11-1-24	Halsey S. Mills,	" "	125.00
11-3-24	Jas. Heydorn,	Material Insp.	125.00
11-1-24	Frank T. Mulrey,	" "	125.00
10-29-24	V. G. Farrow,	Mechanic	.60 hr.
10-27-24	Jos. P. Drangula,	"	.60
10-27-24	Oliver J. VanDorn,	"	.65
10-27-24	John J. Essky,	"	.60
10-27-24	Thos. Pfeiffer,	Motor Truck Driver	.45
10-27-24	Hugh J. Morrison,	" " "	.50
10-27-24	Howard Jacobson,	Garage Assistant	.45
10-23-24	Bradford G. Parker,	" "	.45
10-27-24	Isidore T. Stella,	" "	.45

Promotions

11-1-24	F. W. Higgins,	Resident Engineer	$175. to $200. mo.
11-1-24	Walter H. Hall,	Asst. C. Engineer	150, to 165.

Discontinued Employments

10-31-24	Frank Volk,	Jr. Inspector	Laid Off
10-31-24	A. E. Oakes,	Rodman,	Resigned
10-31-24	I. E. Campbell,	Jr. Inspector	3 mo. Leave of Ab.
10-31-24	Michael Gracquinto,	Jr. Engineer	1 mo. " " "
10-29-24	Wm. E. Eidson,	Eng. Draftsman	Resigned

Route 4, Perth Amboy

Commissioner Jelin reported, in connection with the reference to him at the last meeting of the connection to be afforded between Route 4 and the newly constructed section of Amboy Avenue, that he had investigated this place and it appeared that the only satisfactory solution would be for an extension to be built to the existing culvert, and that he was prepared to recommend that this be done. State Highway Engineer Sloan advised that the estimated expense of such an improvement would be $5,000.00 and he would recommend that the same be constructed. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer in order to straighten the alignment in connection with Route 4 with the newly constructed Amboy Avenue extension.

Hearing-Route 4, Toms River-New Gretna.

The Secretary informed the Commission that a delegation representing Monmouth, Ocean and Atlantic Counties, headed by Mr. Walter Buzby of Atlantic City, former State Highway Commissioner, was present to bring before the Commission the necessity for improving Route 4. On motion, duly seconded, a hearing was granted. There appeared a delegation of approximately 150 men. Mr. Buzby, acting as spokesman, advised that the delegation represented the citizens and the business interests of the southeastern part of New Jersey from Asbury Park to Cape May, and represented in taxable investments in excess of $250,000,000. He stated that their appearance was to urge upon the Commission the completion of Route 4 from Toms River to New Gretna during the paving year of 1925. He stated that in view of the fact that the life of the resorts along the coast depended upon tourists traffic, it would be a great loss to the State and to business if it was necessary for this route to remain under construction for three or four years to come, rather than to have it all cleaned up during one year. He stated that up to Toms River it has been possible to do sections of the road by creating detours, while from Toms River South the creation of detours was practically an impossibility, and traffic would have to be sent away out of its course to get to Atlantic City from the northern part of the State, which will result in checking the business. He called upon Judge Berry as representing Ocean County, to speak for that section. Mr. Berry also urged the consideration of the completion of the entire balance of Route 4, stating that it is very important to the life of the particular section of the State and would be economy for the Commission to undertake the balance of the work at one time and have it all cleared up during one construction year. Mr. Buzby also called upon Mr. Joseph M. Turner, representing the Kiwanis Club of Asbury Park, who also stated that it was of great interest to the resorts in Asbury Park and that vicinity to have the traffic flow uninterruptedly to and through those communities. He stated that to continue the work on this route over several years would be a hardship that he did not feel it was necessary for that part of the State to stand.

Chairman Scott informed the visiting delegation that the State Highway Commission was very much in sympathy with what has been said and as a matter of fact it has already been considering for several weeks past the advisability of just the plan that was suggested. However, it was still to consider what needs there are in other parts of the State for the funds of the Commission, and until this is decided the Commission cannot give an answer. He also stated that it was the usual policy to have all Commissioners present before deciding on any course of action, and he asked that the same be taken under advisement by the Commissioners present.

Proposed Routes.

In connection with the hearing from Asbury Park, there was present Mr. Jacobson, representing the hotel interests of Lakewood, looking toward the completion of the Adelphia-Lakewood Road. Senator Mathis addressed the Commission on behalf of this work, and advised that it was for the present, a purely county matter and must be taken up with the Legislature in order that it may be included as part of the State Highway System before any action can be taken by the Commission.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission recessed for lunch at 1:00 P.M. to meet in regular session again at 2:30 P.M. The meeting was again resumed at 2:30 P.M. as agreed with the same members present as at the morning session.

Complaint-Right of Way Route 16, Section 5.

The Secretary presented a report received by Chairman Scott from the Construction Division concerning a complaint received by Senator Case of Somerset County, regarding the property of Mr. VanRonk on State Highway Route 16, Section 5. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the very complete report as received from the Construction Division be transmitted to Senator Case.

Following this the Commission went into conference which lasted until 3:30 P.M., when on motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was adjourned to meet in regular session again on Monday, November 10, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - November 10, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Monday, November 10, 1924. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: General Hugh L. Scott, Chairman, Commissioners Walter Kidde and Abraham Jelin.

Absent: Commissioner Percy H. Stewart, on account of illness.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of September 23, 1924, and he would move that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of October 2, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of October 7, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of October 14, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Route 9, Fanwood.

The Secretary informed the Commission that pursuant to invitation from the Commission, Mayor S. B. Thompson of Fanwood on Route 9, was present and desired a hearing at this time. On motion, duly seconded, a hearing was granted. Mayor Thompson appeared and first expressed appreciation for the concrete work completed through Fanwood on Route 9, Section 12. He stated that there was included in the contract for this work a stipulation that any excess macadam material taken from the roadway should be given to the Borough of Fanwood, and disposed of within a mile haul at the direction of the borough authorities. Mayor Thompson stated that in view of the fact that the Borough is small and lacks funds, this macadam was very much sought for local streets. He stated that he understood that instead of going to the Borough, some of this macadam was sold to private parties, and now what was left was to be used for shoulder work, and in fact he felt that the Borough was entitled to it. State Highway Engineer Sloan presented to the Commission a report from Division Engineer Andrews as to the disposition of all surplus macadam, in which it was stated that by letter the Department was advised to follow the instruction of Mr. Hann, the Road Committee Chairman of Fanwood Borough, in the disposal of the surplus macadam, which was done. Detailed disposition was given and showed that there was only 100 yards of material that was wasted in places other than as directed. Mayor Thompson stated that this was just the information that he desired and he would take the matter up with Mr. Hann. He inquired as to the balance of material now on the road in stock piles, and was advised that the same was at the disposal of the Borough authorities.

Route 4, Toms River-New Gretna.

The Secretary presented a communication received from Mr. Walter J. Buzby of Atlantic City, transmitting a letter received by him from Mr. H. A. Bonnell, President of the Newark Auto Trade Association, endorsing the plan for the completion of Route 4, from Toms River to New Gretna, all during the construction season of 1925, and naming 13 organizations in the northern part of the State which are vitally interested in such construction. On motion, duly seconded, this communication was received and filed.

Naming-State Highways

The Secretary presented a communication from the National Society of World War Registrars, asking that a cross-state highway be named the Gold Star Highway in New Jersey. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received, and information was requested as to whether there was any continuity of highway across the United States bearing this same designation. The Commissioners discussed whether the Commission or the Legislature is empowered to give official designation to any highway in the State.

Route 17-General.

The Secretary presented a communication received from the Director of the Board of Chosen Freeholders of Bergen County, urging that the Commission take over that portion of State Highway Route 17 in Bergen County and South of Hackensack, and explaining the means the County has taken to clear up the situation in Rutherford and East Rutherford. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was referred to State Highway Engineer Sloan for investigation on the ground and report. Commissioner Kidde expressed a desire to accompany the State Highway Engineer on such inspection.

Route 7, Right of Way.

The Secretary presented a communication from Mr. John C. Hastie, owner of property at the location of the proposed grade crossing elimination on Route 7 at Jerseyville, over the Central Railroad tracks, requesting information as to the proposed elimination costs. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered answered by Chairman Scott.

The Schedule of Business was next taken up for consideration, with the recommendations of the State Highway Engineer.

Route 4, Section 20-A, Manasquan Grade Crossing Elimination.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved plans and specifications for Route 4, Section 20-A, Manasquan Grade Crossing Elimination Cut-off, and authorized advertisement after approval by the State Highway Engineer.

Route 18-North.

State Highway Engineer Sloan reported that in accordance with directions of the Commission at its last meeting, the work required to connect up 3 1/2 miles of Route 18, as authorized, with the pavement installed by Mr. Rionda, would cost $40,000.00 and was 3,150 lineal feet in length. On motion by Mr. Jelin, seconded by Mr. Kidde, this matter was ordered held until the next meeting.

Route 1, Extension, Elizabeth.

State Highway Engineer Sloan advised that in view of the fact that surveys are proceeding in the vicinity of Elizabeth he would request authority to employ a competent local real estate man for the fixing of values of property for estimating purposes. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission authorized the employment of a local real estate man for Elizabeth estimates on Route 1 Extension.

Route 7, Jerseyville Grade Crossing Elimination.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the agreement with the Pennsylvania Railroad for grade crossing elimination at Jerseyville, this agreement placing the burden of maintenance of abutments on the State, the State Highway Engineer advising that little or no cost would be involved in such maintenance during the life of the bridge.

Right of Way-Route 4.

State Highway Engineer Sloan presented to the Commission four purchase agreements for property on Cleveland Avenue in the City of Perth Amboy, and he inquired whether the Commission had the right to purchase property in a city of over 16,000 inhabitants unless an agreement had first been made with the municipality. He recommended that such an agreement be made with the City of Perth Amboy, which could also include the approach to the Perth Amboy Bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the Attorney General be requested to furnish the proper form of agreement to be entered into with the City of Perth Amboy, in order that Cleveland Avenue can be extended to the new bridge.

In connection with the above, State Highway Engineer Sloan advised that he was called on by Mr. Frank R. Valentine, an owner of clay lands affected by the new line for Route 4, and there was presented to him a plan calling for a line which would not go through the Valentine properties, which are composed of "spar" and considered very valuable. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that Mr. Valentine be advised that the alternate line has been presented to the Commission and will be given serious consideration after it has been studied by the Engineering Division.

Funds-State Highway.

The State Highway Engineer submitted to the Commission a communication received from Mr. S. H. Phinney, Executive Secretary of the New Jersey State League of Municipalities, requesting that the State Highway Engineer furnish information concerning the use for future State Highway moneys. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission authorized the State Highway Engineer to make a statement in line with his suggestion that if the increased traffic demands are to be satisfied, the funds must be provided for the Commission.

Speaches

Commissioner Kidde stated that he had received a request from the

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Jersey City Chamber of Commerce for a talk from one of the Engineer's staff on the Jersey City project on December 12th, and asked that either Major Sloan or Assistant Construction Engineer Lavis be authorized to make such an address.

Legislation- Permits-Loads on Highways.

There was presented a communication from Mr. T. J. Wasser, President of the New Jersey Constructor's Association, concerning legislation which would permit loads in excess of the legal limit as now prescribed, the same as was in effect prior to the last Legislature. On motion, duly seconded, copies of this communication were ordered forwarded to each Commissioner.

Equipment-State Highway.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of two Austin Motor Graders, equipped with rubber tires for snow removal work in South Jersey.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the following additions and changes in employments, as approved by the State Highway Engineer since the last meeting, were ratified and approved:

Employed

11-1-24	Chas. H. Spence,	Junior Engineer	$125.00 mo.
11-1-24	Albert E. Hill,	Ch. Br. Des.	275.00
11-10-24	J. H. Stephan,	Rodman,	90.00
10-11-24	Barney Ruderman,	Title Searcher,	150.00

Increases

11-1-24	Felix D. Hurwitz,	Highway Cons. Insp.	$185. to 195. mo.
11-1-24	Richard Wilson,	Junior Inspector	125. to 135.
11-1-24	Charles Oliver, Jr.	Junior Inspector	125. to 135.

Discontinued Employment

11-15-24	Nelson W. Rapp,	Asst. Civ. Eng. Br.	Resigned

Flemington-Frenchtown Road, Hunterdon County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the final inspection of the Flemington-Frenchtown Road, Central Section, Hunterdon County, Motor Vehicle Aid, be referred to Chairman Scott.

Reckless Place, Red Bank.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the final inspection of Reckless Place, Red Bank, be referred to Commissioner Jelin.

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Kings Highway, Camden County.

Commissioner Jelin reported the inspection and moved acceptance of Kings Highway improvement, Camden County. This was seconded by Mr. Kidde and adopted.

Haddonfield-Coffins Corner, and Warrick Road, Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission referred the final inspection of the Warrick Road and the Haddonfield-Coffins Corner Road, Camden County, Motor Vehicle Aid work, to Chairman Scott.

Motor Vehicle Aid-Salem County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission referred the final inspection of the Pennsgrove-Pedricktown Road, 2nd Section, Pedricktown-Woodstown Road, 1st Section, and Salem-Hancock's Bridge Road, 1st Section, to Chairman Scott.

Township Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the Township Aid Force Account Agreement for Lincoln Highway-Port Mercer Road, Lawrence Township, Mercer County.

Hammonton-Pleasant Mills Road, Atlantic County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved plans and specifications for Hammonton-Pleasant Mills Road, Atlantic County, Motor Vehicle Aid.

Route 10, Section 6.

Commissioner Kidde reported having inspected Route 10, Section 6, Paterson-Hackensack section, and he moved acceptance by the Commission. This was seconded by Mr. Jelin and adopted.

Route 8, Section 4.

Commissioner Kidde reported upon the completed work on Route 8, Section 4, Charlottesburg-Smith's Mills section, and moved that the same be accepted on the part of the Commission. This was seconded by Mr. Jelin and adopted.

Route 4, Section 20.

Commissioner Jelin reported inspection of Route 4, Section 20, Manasquan-Sea Girt section, and moved final acceptance by the Commission. This was seconded by Mr. Kidde and adopted.

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Construction Program-1925.
Route 4, Toms River Cut-off.

State Highway Engineer Sloan requested information as to whether the Commission would approve of construction on any of the 1925 program in order that the forces of the Department may proceed to prepare plans and specifications. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the following resolution:

> RESOLVED, that the plans and specifications for Route 4, Toms River Cut-off be and the same are hereby approved and the Chief Clerk is directed to place the necessary advertisements after approval by the State Highway Engineer.

Route 2, Burlington Cut-off.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that plans and specifications for the paving of Route 2, Burlington Cut-off be and the same are hereby approved and the Chief Clerk is directed to place the necessary advertisements after approval by the State Highway Engineer.

Route 5, Farmers Hotel-Irvington.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that plans and specifications for the construction of Route 5, Farmer's Hotel-Irvington section, be and the same are hereby approved and the Chief Clerk is directed to place the necessary advertisements after approval by the State Highway Engineer.

Scales-Route 4.

State Highway Engineer Sloan requested authority from the Commission to proceed with the construction of weighing scales on Route 4 at Rahway over the property of the Pennsylvania Railroad Company as soon as written permission is secured from the railroad company to lease the necessary land to the State at approximately $6.00 per year. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the request of the State Highway Engineer and authorized the installation of weighing scales on Route 4 at Rahway over the property of the Pennsylvania Railroad Company.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 2:15 P.M. to meet in regular session again on Tuesday, November 18, 1924, at 10:30 A.M.

Respectfully submitted.

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - November 18, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, November 18, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart, on account of illness.

The Secretary informed the Commission that he had received word from Mr. Stewart's Secretary, advising that Mr. Stewart's physician had ordered him to leave for several weeks in order that he may recover from the effects of his illness. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary forward a telegram to Mr. Stewart, expressing the regret of the Commission on his illness and the hope that his convalescence may be quickly accomplished, in order that he may again be with the Commission.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of October 21st, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

County Road, Hudson County

State Highway Engineer Sloan presented to the Commission the matter of bids received by Hudson County for the improvement of County Road between Tonnelle Avenue, Jersey City and County Avenue in Secaucus. He advised that bids were received on this work in accordance with standard State Aid specifications which required that award be made on the basis of the lump sum bid, and that items shall be corrected to equal this lump sum when they do not agree. He advised that the county desired information as to whether it would be possible to make award to the contractor of actual total of the units which was greater by $2,500.00 than the actual lump sum bid. State Highway Engineer Sloan advised the Commission that he had requested an opinion from the Attorney General, and he was advised that where there is a discrepancy in the lump sum, the bid may be changed at the instance of the authorities making the award. He further advised the Commission that he was not prepared, in view of the conditions under which all State Highway work has been advertised and awarded, to recommend approval of the award of contract at the increased amount even though the same contractor would still be low bidder. Commissioner Kidde therefore moved that the award of contract for County Road in Hudson County be approved on the basis of a lump sum price of $172,866.68, which was the amount reported at the time of the opening of the bids and that the County of Hudson be advised that failure on the part of the contractor to accept this contract at the lump sum bid with the items corrected to correspond, will make it necessary for the Commission to disapprove of the award and request that the work be readvertised.

Route 17 General.

The Secretary informed the Commission that Mr. J. E. Thier, Supervisor of Roads in Bergen County, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Thier appeared and advised that the County of Bergen was exceedingly anxious that the Commission take over the balance of Route 17 South of Hackensack to the Kearny line, prior to December 15th in order that the County might be relieved of the maintenance of this road for the coming year, and need not put any amount for repairs in its budget. He informed the Commission that the maintenance cost for the present year on this road was $17,000.00. Chairman Scott advised that the Commission had refrained from taking over this road at the time when the remaining portion of the route was acquired, due to the fact that the Commission did not desire to become a party to the controversy between Rutherford and East Rutherford concerning the line of the route. Mr. Thier advised that this matter has been taken care of by the County in the taking over of Erie Avenue and the widening of the underpass as the railroad. He advised that negotiations could be entered into with the railroad company looking toward the placing of the Erie Avenue underpass in good condition, since it would relieve the railroad of immediate activities on Park Avenue.

The Secretary presented communications from Senator MacKay of Bergen County, Assemblyman Black and Assemblyman-elect White, urging the favorable action of the Commission on this matter. Commissioner

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Jelin moved that Commissioner Kidde, together with the State Highway Engineer, be authorized to make a thorough inspection of this road, the State Highway Engineer to prepare an estimate of the probable cost of the maintenance and the probable date when reconstruction must be accomplished, said report to be presented at the next meeting of the Commission. This was seconded by Mr. Kidde and adopted.

Bonds-Bridge & Highway 1924.

The Secretary advised that due to the active construction work it is necessary that the Commission adopt a resolution requesting the sale of the balance of bonds to be issued on account of the 1924 program; namely $3,000,000. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> WHEREAS, by resolution of the State Highway Commission of May 6, 1924, the Issuing Officials of the State of New Jersey were requested to issue State Highway road and bridge bonds in the sum of $5,000,000.00 for roads, and $3,000,000.00 for bridges, making the total of $8,000,000.00 for the year, as provided by Chapter 262 of the Laws of 1922, and
>
> WHEREAS, there has been issued by the Issuing Officials, bonds in the sum of $5,000,000.00 for carrying out the provisions of Chapter 262 of the Laws of 1922, and
>
> WHEREAS, the sale of $3,000,000.00 is now required for the construction, improving, reconstruction and rebuilding of highways, including bridges thereon;
>
> NOW, THEREFORE, BE IT RESOLVED that the Issuing Officials be and they are hereby requested to issue the balance of $3,000,000.00 remaining to be issued on the 1924 apportionment, in the sum of $2,000,000.00 for road construction, and $1,000,000.00 for bridge construction.

Bonds-Bridge & Highway 1925.

The Secretary informed the Commission that in line with the proposed program for the 1925 construction season, it would be proper at this time to inform the Issuing Officials that the State Highway Commission will require all of the bonds to be available in 1925; namely $8,000,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> WHEREAS, Chapter 262 of the Laws of 1922, passed by the New Jersey Legislature March 17, 1922, and adopted at a general election November 7, 1922, in accordance with the provisions of the State constitution, provides that bonds in a principal amount not to exceed $40,000,000.00

shall be issued for the purpose of paying the cost of constructing, improving, reconstructing and rebuilding the State Highway System as authorized by law or portion thereof, including bridges which are a part thereof, which said bonds shall be known as State Highway Bonds and which shall be payable in not to exceed fifteen years from date of issue for highway construction and not exceeding thirty years from date of issue for bridge construction, and

WHEREAS, Section 6 of the said Chapter 262 of the Laws of 1922, provides that the State Highway Commission shall certify to the Issuing Officials the amount required for the purpose for which the said bonds are authorized in a total amount not to exceed $8,000,000.00 in any calendar year and that the said Commission shall designate the separate amounts required for the purpose of highway construction and bridge construction.

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission of the State of New Jersey does hereby certify to the Issuing Officials of the State of New Jersey that there is required for the purpose of carrying out the provisions of Chapter 262 of the Laws of 1922, the sum of $8,000,000.00 during the calendar year 1925, to be issued as follows: for the purpose of paying cost of construction, improving, reconstructing and rebuilding of roads in the sum of $5,000,000.00, and for the purpose of paying the cost of construction, improving, reconstructing and rebuilding of bridges on the said roads, in the sum of $3,000,000.00, and

BE IT FURTHER RESOLVED that a copy of this resolution be certified to the said Issuing Officials as referred to in the said Chapter 262 of the Laws of 1922.

Detours-Route 4.

The Secretary informed the Commission that Senator Morgan F. Larson of Middlesex County was present and desired a short hearing. On motion, duly seconded, a hearing was granted. Senator Larson appeared and inquired concerning the disposition of the request made for aid in the repair of St. George Avenue, Woodbridge, used as a detour during the construction of Route 4, Amboy Avenue, Perth Amboy. He was informed that an opinion on this matter was requested from the Attorney General's Department, but it had not yet been received, and that information would be forwarded to him when such opinion was received, the Commission being favorable, if it is possible to aid the Township.

Haddonfield-Coffins Corner Road.

Chairman Scott reported the inspection of the Haddonfield-Coffins Corner Road in Camden County, and recommended that the same be accepted and authorized for final payment by the Commission. On motion by Mr. Kidde, seconded by Mr. Jolin, the State Highway Commission approved acceptance and final payment of the State's share on the Haddonfield-Coffins Corner Road, Camden County, Motor Vehicle Aid work.

Warrick Road, Camden County

Chairman Scott reported to the Commission that he had inspected the Warrick Road in Camden County, and he would recommend acceptance and final payment. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of the Warrick Road, Camden County, Motor Vehicle Aid work.

Route 9, Section 12.

Commissioner Jelin reported the inspection of Route 9, Section 12, Plainfield-Westfield section, which was referred to Commissioner Stewart at a former meeting for inspection, but which he had been requested to make for Mr. Stewart. State Highway Engineer Sloan informed the Commission that final tests on this work showed that there was a deficiency in thickness of concrete pavement between Stations 89 plus 90 and 90 plus 20, which would necessitate a deduction of $14.00 in the final payment. Commissioner Jelin stated that he was prepared to recommend the acceptance of this work, subject to the deduction of $14.00 and he moved accordingly. This was seconded by Mr. Kidde and adopted.

Reckless Place, Red Bank.

Commissioner Jelin reported the inspection of Reckless Place, Red Bank, Monmouth County, Motor Vehicle Aid work, and he moved that the same be accepted and final payment authorized. This was seconded by Mr. Kidde and adopted.

DeVoe, F. W.-Asst. Attorney General

The Secretary presented a communication received from the Attorney General advising that it is the customary practice in other Boards of the State that where opinions are desired from the Attorney General's Department that they be requested first of the special counsel appointed to that particular Board, and that Mr. Fred W. DeVoe was counsel to the Highway Board. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and held for consideration when Commissioner Stewart would be present.

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Right of Way-Route 16.

The Secretary presented a communication from Mr. F. W. DeVoe, special counsel, advising that the condemnation Commissioners in the case of the Lena Watt property condemnation on Route 16, Section 4, awarded to the property owner $5,500.00 plus interest from the date of the filing of the petition. State Highway Engineer Sloan informed the Commission that there were a number of properties to be acquired in this location and that he would recommend that this condemnation be appealed on the ground of its being excessive. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. DeVoe be informed that the Commission desires that appeal be taken on this condemnation, in order that it may be placed before a jury.

Right of Way-Route 4.

The Secretary presented a communication from Mr. F. W. DeVoe, special counsel, advising that in the condemnation proceedings of Frances D. Brower on Route 4 at Point Pleasant, the original offer was $121.00, and Mrs. Brower has indicated that she will accept $221.00 which he recommends that the Commission pay rather than enter into condemnation proceedings. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchast of the property of Frances Brower on Route 4 at Point Pleasant for $221.00 and the Engineering Division was directed to remove debris remaining on her property.

Route 11, Main St., Clifton.

The Secretary presented a communication from Mr. Garwood Ferguson, County Engineer of Passaic County, advising that inasmuch as specifications for Main Street, Clifton, on Route 11, as completed by the State Highway Commission, call for a maintenance bond for a period of one year, the State, as contractor, should give bond to the County covering this period of time. He also called attention to the fact that since it was alleged that work was not done in accordance with specifications, it would seem proper and fair that the State give the County of Passaic a letter advising that the road will be maintained for a period of at least five years. State Highway Engineer Sloan advised the Commission that as far as the records are concerned there was no contract entered into with Passaic County as to the character of work or material to be placed on Main Street, Clifton, but he informed the Commission that the work was entirely satisfactory and had resulted in a saving in excess of $10,000.00 over the bids received by the County. Commissioner Kidde moved that County Engineer Ferguson be advised, and through him the County of Passaic, that the State Highway Commission, in the improvement of Route 11, Main Street, Clifton, acted in the best interests of the State and for the best interest of the Town of Clifton and the Commission feels that it was successful in its endeavor, in view of the fact that there has been saved upward of $10,000.00 in the operation; and further, the State Highway Commission would call attention to the fact that they will be very glad to stand behind the work as done by the Maintenance Division to the extent that if within a year there will develop any defects due to improper workmanship or material, the Maintenance Division is authorized to take care of same without further cost to the County. This was seconded by Mr. Jelin and adopted.

Hackensack River Bridge,
Route 1 Extension.

The Secretary presented a communication received from Col. H. C. Newcomer, District Engineer of the War Department of the United States, requesting information as to whether any action has been taken by the Commission relative to the construction of a new draw span for the Lincoln Highway Bridge over the Hackensack River on Route 1 Extension, and calling attention to the fact that the discontinuance of the temporary bridge on this location is requested by June 30, 1925. In this connection the Secretary presented a notification from the Acting Secretary of War, advising that in view of the fact that at a public hearing held on August 20, 1924, the State Highway Commission expressed its willingness to make such changes in the Hackensack River Bridge on Route 1 as are considered necessary for navigation on the stream, the Commission is ordered within 90 days from the date of the serving of this notice to complete the following alterations:

"A" Extend the East fender of the East draw northward on its present line for a distance of about fifty feet until it is approximately opposite the up-stream end of the center pier fender; then to curve it to the eastward and extend it about thirty-five feet further.

"B" Remove the center pier of the old bridge and straighten out the center pier fender in the West draw.

State Highway Engineer Sloan informed the Commission that to comply with the order of the War Department, and also in order to give an answer to Col. Newcomer, it would be necessary that the Commission decide as to the type of drawspan to be placed on the Hackensack River Bridge, and he recommended that the Commission approve of a double-leaf bascule span for this structure. Hr further stated that the approval of a bascule span will permit the entire removal of the existing center pier on the Hackensack River Bridge location. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the submission of plans to the War Department for a bascule bridge on this location.

Commissioner Kidde inquired as to what disposition the Department of Commerce & Navigation had made on the application of the Commission for the reconstruction of the Hackensack River Bridge, in view of the fact that they had expressed a desire that the Commission consider the replacing of bridges over the Hackensack and Passaic Rivers with tunnels. The Secretary informed the Commission that there had been received from the Department of Commerce & Navigation advice to the effect that the Board has granted to the Commission a permit for the reconstruction of the Hackensack River Bridge on Route 1 Extension, and has forwarded with this permit a letter to the effect that the Board feels that the most satisfactory method would be to replace the bridge with a tunnel. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a communication be forwarded to Col. Newcomer, together with the permit of the State Department of Commerce & Navigation for the reconstruction of the Hackensack River Bridge on Route 1 Extension in Jersey City, advising that the State Highway Commission is prepared to proceed with the reconstruction of the Hackensack cross-span immediately upon approval of the plans for the bascule span, and the Commission would appreciate an early approval in order that the work might be undertaken at once.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the notice from the Secretary of War be acknowledged and that he be informed that the Commission has, this day, authorized the presentation of plans to Col. Newcomer for a double leaf bascule drawspan over the Hackensack River, and immediately upon favorable action by Col. Newcomer, whereby there will be eliminated any further use for the existing center pier, the Commission will advertise for bids for the removal of the same and such other work as requested in the order dated October 30, 1924.

Equipment-Trucks.

The Secretary presented a communication from Mr. John J. Stanton, Secretary of the High Point Park Commission, informing the Commission that in accordance with contracts, the two trucks which have been assigned to High Point Park work have been turned over to the snow removal operations at Sussex, and he epxressed appreciation of the cooperation given by the State Highway Commission and asked that if possible one truck be assigned to his Commission for winter work. State Highway Engineer Sloan informed the Commission that the work accomplished by the High Point Park Commission during the summer in connection with the road between Sussex and Port Jervis has been very creditable. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication from Mr. Stanton be acknowledged, and he be advised that the Commission is very gratified to receive a report of the good work done at High Point Park, and further that the Commission is very desirous of cooperating in the winter work to be done, but all of the large trucks are now equipped for snow removal work and assigned to State Highways, however, if the State Highway Engineer can locate a smaller truck suitable for their use it will be assigned to the High Point Park Commission for the winter.

Route 4, Toms River-New Gretna.

The Secretary presented communications from the Atlantic County Chamber of Commerce, the Hammonton Chamber of Commerce, the Kiwanis Club of Egg Harbor City, the Kiwanis Club of Pleasantville and the Automobile Trade Association of Atlantic City, urging the completion of Route 4 from Toms River to New Gretna, during the construction season of 1925, in order that the same may be completed in one operation, and the traffic to the shore resorts will not be interrupted more than during the one year. On motion by Mr. Jelin, seconded by Mr. Kidde, the communications were ordered received and placed on file for acknowledgment when action on this matter is taken up by the Commission.

Route 10, Bluff Road.

The Secretary presented a communication from the Palisades Improvement Association protesting against the erection of wire fences by the State Highway Commission on its property parallel with Bluff Road, and calling attention to the fact that the Commission may not be aware of property restrictions in Palisades, which include a provision that fences may not be erected close to the street lines. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that reply be made, advising that the Commission believes the best interests of the State demand that the property of the state be segregated from the private property owned, and further that the problem of securing refund to the State for the property is now being solved, and, in fact, most of the owners have agreed to repurchase the contiguous strips of property, and the Commission hopes that before very much time has elapsed all of the fences will be removed, since the Commission feels that these fences are in no way an asset to the appearance of the locality.

The Secretary informed the Commission that in this connection there had been received a check in the amount of $500.00 from Myriel Nieman, covering a tract on the Bluff Road. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the transfer of property on Bluff Road to Myriel Nieman for the sum of $500.00, and authorized the signatures of all the Commissioners to a deed on behalf of the State.

Trees —

Route 3, Widening-White Horse Pike.

The Secretary presented a communication received from Mr. Walter J. Buzby on the matter of a proposed hearing before the State Highway Commission on the matter of tree removal at the location of property owned by Mr. Charles Dooin on the White Horse Pike. On motion, duly seconded, the communication was ordered received and placed on file.

The Secretary informed the Commission that Mr. Dooin was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Dooin appeared, together with his Attorney and a Mr. Filling, and informed the Commission that in the widening of Route 3 at his property it appeared to be necessary to remove approximately 41 trees which he claimed were a great asset to his property, and in fact led him to choose that particular site for his home. He stated that he believed that some satisfactory arrangements could be made whereby these trees could be moved, and cited instances in his knowledge where removal had been made of trees of dimensions even greater than these, which are about 12 inches in diameter. Commissioner Kidde stated that the trees mentioned by Mr. Dooin were within the right of way of the highway and for this reason Mr. Dooin had no legal rights in the trees. Mr. Dooin stated that while this was so, he did not believe the State was desirous of injuring the property owners, and if some way could be made to save the trees he would be glad to share in the expense. Commissioner Jelin inquired as to what extent he would be willing to share, and Mr. Dooin stated that he would be willing to share one-half of the cost of moving the trees back ten feet, rather than destroy the trees, and also he would be willing to assume all risks in regard to loss of trees in this moving. Mr. Dooin suggested that the State Forester be questioned as to the possibility of moving these trees, and he would also secure a price from some local people for the removal. Commissioner Kidde stated that there would also be involved a legal question as to whether the Commission could undertake the removal of trees to private property. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was held for consideration after conference with the State Forester.

The Secretary presented a communication from Mr. P. Lucas of Hammonton, New Jersey, stating that he believed the Commission should remove the trees on the White Horse Pike in Hammonton in order that the local people might be permitted to replace them with trees of one standard and grade, since those trees which now exist are not a source of beauty to the town or the properties. On motion by

Mr. Kidde, seconded by Mr. Jelin, the Commission directed that Mr. Lucas be advised that hearings had been given on this matter, and the Commission will be glad to file his letter for consideration.

In this connection the Secretary presented a communication from the Chamber of Commerce of Egg Harbor City, protesting against the removal of trees at Pomona along the White Horse Pike. On motion, duly seconded, the communication was ordered received and placed on file.

Advisory Board Route-Camden.

The Secretary presented a communication from the East End Civic and Improvement Association, Inc. of Camden, forwarding resolution to the effect that the East End Civic and Improvement Association favors and endorses the improvement of Route "A" by the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the East End Civic and Improvement Association of Camden be advised that the State Highway Commission has given everyone a chance to be heard on this matter and will file this resolution for consideration, with the advice that the matter is now being developed and that action will be taken very soon.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for luncheon at 1:00 P.M. to meet in regular session again at 2:30 P.M. The meeting

Entrance Road,

Bridge Boulevard, Camden.

The Secretary informed the Commission that a delegation from the City of Camden, including the Mayor, City Commissioners and City Planning Engineer Leavitt, were present and they desired a conference with the Commission in order to discuss the question of the location of the Bridge Boulevard from the plaza to the proposed Cresdent Road. After a verbal understanding of the cooperation with the city authorities was reached, the meeting was opened and State Highway Engineer Sloan formally submitted a plan showing part of the City of Camden with a proposed Boulevard extending from the Bridge Plaza to a connection with a proposed Crescent Route, which is designated thereon as line "C", and he submitted the recommendation that line "C" be approved as the route to be followed for the proposed Bridge Boulevard under the following terms and conditions:

> The entrance to the Plaza from 11th Street on shall be accomplished by the use of both Penn and Linden Streets, which Streets are to be widened and paved at the sole expense of the City of Camden, said paving to have a width of 47 feet between curbs. At all other points the highway shall have a paved width of 78 feet, the paving to be installed at the expense of the State.
>
> At all points where the proposed Boulevard occupies property now owned or occupied by the City of Camden, the City shall furnish and deed to the State the necessary right of way of 120 feet, and shall save the State harmless from any damage which may be done to abutting city property. The City of Camden shall share in the expense of the elimination of the Grade Crossing of the proposed Boulevard at Federal Street in the amount of $150,000.00, and shall cooperate in every way in the obtaining of the necessary franchises and other legal requirements made necessary by the construction of this work.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the foregoing recommendation of the State Highway Engineer and directed that a form of agreement be prepared and executed, containing the provisions as outlined in the recommendation of the State Highway Engineer.

In connection with the Camden action, Mr. Lorber, Secretary of the East End Civic and Improvement Association, stated that he believed that an opportunity should have been given his Association to be heard prior to any decision being reached on the Camden matter. He stated further that his Committee was awaiting an opportunity to appear before the Commission. Chairman Scott inquired of the Secretary whether any request had been made for the hearing, and he was advised that there was no request, nor any information from the East End Civic and Improvement Association other than the communication and resolution which were read at the morning session. Chairman Scott then informed the delegation from the East End Civic and Improvement Association that the Commission has had this particular project under consideration for six months past, and that there have been at least one-half dozen conferences with the city authorities of Camden, and three public hearings have been held which have been attended by residents from all sections of Camden, and that the Commission has, at all times, carried its activities in connection with the Advisory Board Routes in a fair and proper manner, and if the East End Civic and Improvement Association had made proper request for the same, it would have been granted. Commissioner Kidde informed the visitors that in deciding upon line "C" instead of line

"A" as they recommended, it was done only after the City of Camden had made such a plan feasible, and further the growth and progress of Camden was considered along with the benefits to be derived by the State, and he complimented the City authorities of Camden upon the negotiations upon which line "C" was finally secured for the Bridge Boulevard through Camden.

Route 3, Widening-White Horse Pike.

The Secretary informed the Commission that Mr. Kessler, Assistant State Forester, was present at the request of the Commission, to talk over the matter of the removal of trees on Route 3 at the Dooin property location. On motion, duly seconded, a hearing was granted. Mr. Kessler appeared before the Commission and upon inquiry stated that 12 inch trees could be moved at a cost which he would approximate at $50.00 each. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that means be placed at the disposal of Mr. Kessler, in order that he might go on the ground and prepare a report for the Commission concerning the trees on the White Horse Pike within the 40 foot width proposed for widening, and an approximate cost of the moving of same.

Sidewalks-Route 3, Clementon

The Secretary presented a communication from Mr. Charles S. King, Attorney for the Township of Clementon in Camden County, advising that the Township is desirous of placing sidewalks in the Borough, and whether it would be possible to have an appointment with the Commission, in order that the sidewalk location may be definitely settled. Commissioner Kidde suggested that in view of the necessity for studying the situation in Camden and along the White Horse Pike, he believed the Commission should arrange to make an inspection of that particular location with reference to trees at the Dooin property and at Hammonton, and as to sidewalks in Clementon, before any further meetings are held or any action taken concerning same. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Clementon Township authorities be advised that the Commission will be glad to make an inspection and grant a hearing in the matter, same to be held on December 2nd.

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Bridges-Route 4.

The Secretary presented a communication from the Borough Clerk of Sea Girt, New Jersey, submitting the recommendation of the Borough Council of Belmar, that the new bridge to be located between Avon and Belmar on Route 4, be constructed West of the railroad. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Detours-Route 13.

The Secretary presented a communication from Mr. William C. Vanderwater, Attorney for Princeton Township, forwarding a copy of communication to him from the Utility Construction Company on the matter of the condition of Quaker Road which was used by the contractor as a detour during the construction of Route 13 between Princeton and Lawrenceville. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Assistant State Highway Engineer Reed be requested to take up with Mr. Vanderwater the matter of application for Township Aid upon Quaker Road from 1925 funds when same are available.

Route 1 Extension, Newark

The Secretary presented a letter from the Ironbound Manufacturers Association of Newark, requesting a conference with the Engineers of the State Highway Department on the matter of the proposed Route 1 Extension through Newark. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the State Highway Engineer be authorized to confer with the special committee of the Ironbound Manufacturers Association of Newark at a time suitable to them, and Commissioner Kidde stated that he would be glad to accompany the State Highway Engineer on such an occasion.

Shark River Bridge-Route 4.

The Secretary presented a communication from the Borough of Belmar, requesting a hearing in the matter of the location of the bridge on Route 4 between Avon and Belmar. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a hearing be granted on December 2, 1924.

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Request For Aid-Hunterdon County

The Secretary presented a communication from the Board of Freeholders of Hunterdon County, requesting a hearing in the matter of the 1925 program in that County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Hunterdon County authorities be requested to take the matter up with Assistant State Highway Engineer Reed, in order that he may prepare a report, and that a hearing will be arranged following such a conference.

The Schedule of Business was next taken up for consideration item by item as follows, with the recommendations of the State Highway Engineer:

Pequannock River Bridge,
Route 8, M. P. 14.4.

State Highway Engineer Sloan presented the following report of bids received on November 17th for the construction of the Pequannock River Bridge on Route 8 at M. P. 14.4 and recommended award of contract to Arnolt-Moore, Inc. the lowest bidder.

Arnolt-Moore, Inc.	$ 82,236.00
A. L. Trippi	82,660.00
Weldon Cont. Co.	84,500.00
Fuller Const. Co.	87,470.00
Linde & Griffith	87,600.00
Thomas Sheahan	88,310.51
Kuchar Bros	88,700.00
Dover Boiler Works	90,725.00
Scully & Fountain	90,915.00
Richards & Gaston, Inc.	93,739.00
R. H. W. Blackwell	93,849.00
Krollwitz Cont. Co.	94,900.00
I. T. Gibbs Const. Co.	97,540.00
F. W. Schwiers, Jr. Co.	113,739.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:-

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Pequannock River Bridge on Route 8 at M. P. 14.4, to Arnolt-Moore, Inc. at their's the lowest bid received in the amount of $82,236.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts, after approval by the State Highway Engineer.

Long Valley-Hunterdon County
Line Road.

The Secretary informed the Commission that Mr. T. J. Wasser, Engineer for the Public Service Production Company, was present on the matter of the final inspection of the Long Valley-Hunterdon

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County Line Road, Morris County, State and Motor Vehicle Aid work. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mr. Kidde be designated to make final inspection, prior to acceptance by the State Highway Commission. Mr. Wasser called attention to the fact that the County of Morris has granted an extension of time to the date of completion on the work, due to the fact that there was difficulty experienced in securing materials sufficient to carry on the work with proper progress, and also due to the fact of the clayey condition of the soil, it was impossible to work within 24 hours after a storm.

Joints-Pavement

Chairman Scott took occasion to comment upon concrete pavement where the joints have been poured, as compared with pavement having joints of pre-molded material, stating that the former was a much more satisfactory job.

Route 12, Section 7.

Mr. Wasser requested information as to whether inspection could be made upon the completion of Route 12, Section 7, Stephensburg-Hackettstown section, which he believed would be on the 26th instant. Commissioner Kidde stated that he would endeavor to make the inspection at that time if it was possible.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase agreements for the following parcels of property on Route 14, Section 11:

Parcel	#14-A,	Albert C. Butler, Jr.	Consideration	$ 25.00
"	#22,	David & Jennie Ward,	"	95.00
"	#23,	" " "	"	55.00

Right of Way-Route 8.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the purchase of Parcel #14 on Route 8, Mountain View Grade Crossing, from Gustav Inquest for the consideration of $4,000.00 due to the fact that the purchase of this property will make unnecessary the construction of a retaining wall which is estimated to cost $7,000.00, and the Right of Way Department was requested to negotiate at once for the sale of a building now on the property.

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Scales

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following purchase agreements for location of scales:

Paterson Plank Road, from Jos. H. Graboski for $1,000.00.

Route 9, Borough of Middlesex near Bound Brook, from Nelson M. and Jennie Giles for the consideration of $1,000.00.

Somers Point-Ocean City Road.

State Highway Engineer Sloan presented to the Commission a report in which he advised that the Atlantic City & Shore Railroad Company had advertised for the work of constructing an embankment outside of their present fill, and advising that their estimate was in error and they will not proceed with the work. In view of the fact of the saving to be gained by having the railroad company's embankment act as a protection to the fill of the highway between Somers Point and Ocean City, whereby there may be eliminated the cost of constructing a bulkhead estimated to cost $9,677.00, he would recommend that an offer of this amount be made to the railroad company on account of which they shall agree to construct and maintain the bulkhead and fill adjacent to the highway. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the recommendation of the State Highway Engineer, subject to a contract in writing to be entered into with the railroad company, requiring that they shall construct a fill which will meet with the present fill of the highway.

Signals.

The State Highway Engineer presented a report concerning the request made by the Borough of Keyport for the installation of a traffic beacon in the center of our State Highway Route 4 at the intersection of Maple Place, and he recommended that this be permitted, due to the fact that the Commission intends within a short time to relocate Route 4 outside of Keyport. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved.

Permits-Request for

There was presented a communication from the Secretary of the Community Club of West Long Branch, requesting permission to have a

Christmas tree erected at the intersection of Route 4 at Locust Street in West Long Branch. Commissioner Kidde stated that he did not believe that the highway was a proper place for the installing of a Christmas tree, since it would interfere with the traffic, and he would move that the Community Club of West Long Branch be advised to this effect. This was seconded by Mr. Jelin and adopted.

Extension of time- Route 4, Section 20.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time from October 8th to October 25th to J. F. McGreevy, contractor on Route 4, Section 20, Manasquan River to Sea Girt.

Employments.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ratified and confirmed the following additions and changes in employments as made by the State Highway Engineer since the last meeting of the Commission.

Employed

11-1-24	H. K. Roberts,	Bridge Tender,	$60.00 per mo.
11-12-24	Robert Pollins,	Garage Assistant,	.45 " hr.
11-1-24	Fred Ridgeway,	Truck Driver,	.40
11-3-24	Wm. S. Cooper,	Mechanic,	.65
11-3-24	Clarence Coryell,	"	.65
11-1-24	D. Russel Cassadigy,	Truck Driver,	.40
10-29-24	Steve Sun,	" "	.45

Discontinued Employments

11-14-24	J. V. Applegate,	Inspector,	Laid Off.
11-30-24	Miller W. Frace,	Jr. Inspector,	" "
11-15-24	David Keefe,	" "	" "
11-15-24	Geo. C. White,	Draftsman,	Resigned.

Route 18-North, General.

State Highway Engineer Sloan again presented to the Commission the estimate of proposed work to be done for the paving of an additional one-half mile of Route 18 to make up with the pavement already installed by Mr. Rionda, this estimate being $40,000.00. Commissioner Kidde stated that he believed that the construction of this one-half mile would make a complete job when added to the 3½ miles already authorized, and that the one-half mile should be taken over for consideration at the same time. He, therefore, moved the adoption of the following resolution:

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, and the amendments thereto in Chapter 197 of the Laws of 1923, the State Highway Commission may, by resolution, take over as a State Highway, any routes, route or part thereof, of those highways designated by the Act to be taken over as State highways

NOW, THEREFORE, BE IT RESOLVED, that the following described road or parts thereof be and the same are hereby taken over as a part of State Highway Route 18 (North) according to the Statute in such case, made and provided, viz:

Beginning at a point in the center line of Sylvan Road, said point being three thousand, two hundred feet (3200') more or less South from the center line of Hillside Avenue in the Borough of Alpine, Bergen County; thence (1) North thirteen degrees, twenty minutes and twenty seconds East (N 13° 20' 20"E) a distance of one thousand, seven hundred fifty-one and fifty-two one-hundredths (1751.52) feet to the point of curvature of a three degree and thirty minute (3° 30') curve to the right, with a radius of one thousand, six hundred thirty-seven and twenty-eight one-hundredths (1637.28) feet and a central angle of twenty-one degrees and eighteen minutes (21° 18'); thence (2) along said curve a distance of six hundred eight and fifty-eight one-hundredths feet (608.58') to the point of tangency of said curve; thence (3) North thirty-four degrees, thirty-eight minutes and twenty seconds East (N 34° 38' 20" E) a distance of seven hundred eighty-nine and nine tenths feet (789.9') to a point, said point being the beginning point of that section of Sylvan Road taken over by the State Highway Commission August 5, 1924.

RESOLVED FURTHER, that the proper authorities of the Borough of Alpine be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute part of State Highway Route 18, and that this Commission will be responsible for the improvement and maintenance of the road described above.

BE IT FURTHER RESOLVED, that the Borough of Alpine be requested to file with the State Highway Department within thirty (30) days of the date hereof, any agreements or copies of franchises they may have with any public utilities or any other company, firm, individual or corporation, effecting the construction, maintenance or use of the above described road.

This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the preparation of plans and specifications for the additional one-half mile of Route 18 North, same to be advertised and constructed in connection with the proposed work on the 4½ miles already authorized.

Route 1, Lake Street, Metuchen
Grade Crossing.

State Highway Engineer Sloan presented to the Commission a form of agreement between the State of New Jersey and the Lehigh Valley Railroad Company, covering the construction of a bridge over the tracks of the Lehigh Valley railroad on Route 1 at Lake Street, Metuchen, and he recommended that this agreement be executed by the Commission, calling attention to the sixth paragraph, in which it was cited that in the event any section of this agreement was found to be invalid that the other sections would not become invalidated thereby. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the agrement and authorized the Chairman to sign same on behalf of the Commission.

Township Aid, Hunterdon County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time from September 1st to September 27th on the Pittstown-Everittstown Road, 1st section, Alexandria Towndhip, Hunterdon County, Township Aid.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment on the Pittstown-Everittstown Road, Section 1, Alexandria Township, Hunterdon County.

Flemington-Frenchtown Road.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time on the Flemington-Frenchtown Road, Central Section, Hunterdon County, Motor Vehicle Aid.

Township Aid-Cape May County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment on the New England Road, Lower Township, Cape May County, Township Aid.

Township Aid-Atlantic County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Bommission approved of award of contract by Weymouth Township for the Buena-Tuckahoe Road, Atlantic County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Buena Vista Township for the Buena-Tuckahoe Road, Section 2, Atlantic County, Township Aid.

Township Aid Transfer.

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of the transfer of $3,000.00 from Hudson County Township Aid funds to the use of the Tranquility-Andover Road in Green Township, Sussex County, said funds to be returned to Hudson County from the 1925 Township Aid due to Sussex County. This was seconded by Mr. Kidde and adopted.

Equipment-Automobiles.

State Highway Engineer Sloan requested authority for the purchase of four closed Ford cars, and one closed auto at a price not exceeding $1,800.00, said autos being necessary to provide for the Projects Division and also for the Camden Division Engineer. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer for the purchase of autos was approved.

Right of Way-Route 11.

State Highway Engineer Sloan presented with his recommendation purchase agreement for Parcels 3, 4, and 5 on Route 11, Section 8, Kingsland Road, Nutley. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that these agreements be referred to Commissioner Kidde for investigation and report.

Route 4, Toms River-New Gretna.

Commissioner Kidde inquired as to what progress could be made on the matter of the construction of Route 4 from Toms River to New Gretna, and he suggested that in view of the fact that there was originally set up $2,000,000.00 for this improvement, he would be willing to approve of the authorization for the expenditure of $1,500,000.00 upon the improvement of Route 4, provided the remaining $500,000.00 could be applied to the similar condition along Route 8. and that some work be done in Hunterdon County. Commissioner Jelin stated that he believed that the $1,500,000.00 would be sufficient to complete almost the entire project on Route 4 from Toms River to New Gretna, but in the event this was not, additional funds could be found in the Spring after bids had been received and it could be ascertained definitely just what funds would be needed. He, therefore, moved that the Commission authorize the construction of Route 4 from Toms River to New Gretna, allocating thereto the sum of $1,500,000.00, it being understood that it is the intention of the Commission to complete, if possible, Route 4 during the construction season of 1924-25. This was seconded by Mr. Kidde and adopted.

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Inspection-Routes 3 and 4.

Commissioner Kidde moved that an inspection trip be arranged covering Route 3 and Route 4, beginning Friday noon, November 28th and extending over Saturday the 29th. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 5:45 P.M. to meet in regular session again on Tuesday, November 25, 1924, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - November 25, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, November 25, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Mr. Percy H. Stewart, on account of illness.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of October 28th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Advisory Board, Shore Relief Route.

The Secretary informed the Commission that a hearing had been scheduled to be held this day at 11:30 A.M. at the offices of the Commission, on the matter of the proposed Shore Relief Route between Perth Amboy and Keyport. In this connection he read an editorial from the Perth Amboy Evening News, in which the opinion was expressed that if relief could be given to South Amboy and Keyport much would be accomplished.

Funds-Availability of.

Commissioner Kidde advised that State Highway Engineer Sloan had presented a copy of letter forwarded by him in response to a request from Mr. Phinney, Secretary of the New Jersey State League of Municipalities, and he moved that this be ratified and approved. This was seconded by Mr. Jelin and adopted.

Request for Aid-Cumberland County. Landis Avenue, Vineland.

Commissioner Kidde called attention to the fact that he was in receipt of a report from the Superintendent of Maintenance on the condition of Landis Avenue in Vineland, which forms a connection with the State Institution at Vineland. This report indicated that it would cost $2,195.00 to put the road between Vineland and the Institution in proper repair. Chairman Scott questioned the authority for improving a county road with State funds, since it was his understanding that the funds of the Commission could be applied to roads leading to institutions only where the institution is off the highway and it is necessary to build a connecting link for the service of the Institution. Commissioner Kidde therefore moved that the matter be referred to the State Highway Engineer to take up with the county authorities of Cumberland County to ascertain what work they will undertake on Landis Avenue if assistance is given by the State. This was seconded by Mr. Jelin and adopted.

Flemington-Frenchtown Road.

Chairman Scott reported the inspection of the Flemington-Frenchtown Road, Central Section, Hunterdon County, Motor Vehicle Aid work, and recommended acceptance on the part of the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered the acceptance of this work and final payment of the State's share.

Motor Vehicle Aid, Salem County

Chairman Scott reported the inspection of the Pennsgrove-Pedrickstown Road, second section, Pedrickstown-Woodstown Road, first section, and the Salem-Hancock's Bridge Road, first section, Salem County, Motor Vehicle Aid work, and recommended acceptance on the part of the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of this work and directed final payment of the State's share.

F. W. DeVoe, Assistant Attorney General

The Secretary presented a communication from the Attorney General, requesting that with regard to the form of agreement to be entered into with the City of Perth Amboy, this request be made upon Mr. DeVoe, Assistant Attorney General, and that it will be approved by the Attorney General after the same is drawn. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication from the Attorney General be received and that he be advised that the Commission will forward all communications to the office of the Attorney General designated for the attention of Mr. DeVoe, Assistant Attorney General, and will send a copy of same to Mr. DeVoe.

Route 4, Alignment, Waretown.

The Secretary presented a communication from Assemblywomas Lila Thompson of Ocean County, forwarding a letter received by her from a constituent, concerning the alignment of Route 4 at Waretown.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be accepted and filed for later consideration, and that Mrs. Thompson be advised that the Commission will, in a short time, go over the ground of this proposed improvement.

Route 10, Bluff Road

The Secretary presented a communication from J. M. Hayes, representing a property owner on Route 10, Bluff Road, in which he asked that the Commission consider accepting a reduced amount from his client on account of her age and other circumstances in connection with the property which was sold by her contiguous to that strip taken by the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mr. Hayes be advised that the Commissioners, individually, are very sorry for the condition of Miss Williams, his client, but it is impossible for the Commission to make any distinction as regards individuals dealing with the State, and it must deal in fairness to all, and on the same basis; therefore, the sum originally paid by the State is the sum requested for the payment. This was seconded by Mr. Kidde and adopted.

Route 14-General.

The Secretary presented a resolution from the Cape May County Board of Freeholders, requesting that Route 14, from Mays Landing to Tuckahoe, be considered for improvement during 1925. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this communication be received and placed on file.

Route 15-General.

The Secretary presented a resolution from the Cape May County Board of Freeholders, requesting the improvement of Route 15 from Rio Grande to Dennisville, during 1925. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this communication be received and placed on file.

Route 19-General.

The Secretary presented a resolution from the Cape May County Board of Freeholders, requesting that the Commission take over that section of Route 19 lying in Cape May County. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this communication be received and placed on file.

Request for Aid, Cape May County

The Secretary presented a resolution from the Cape May County Board of Freeholders, requesting a special allotment of Motor Vehicle funds as aid in the construction of a road from the end of State Highway Route 14 to the proposed Cape May-Lewes Ferry. On motion by Mr. Jelin, seconded by Mr. Kidde, the resolution was ordered received and placed on file.

Claims-against Globe Indemnity Co.

The Secretary presented a communication received from Messrs. King & Vogt, Attorneys of Morristown, New Jersey, advising that they represent a client who furnished materials for the J. J. Julian Contracting Company, whose work was completed by the Globe Indemnity Company, the sureties. The bonding company, however, pleaded certain omissions on the part of their client and it was necessary to start court proceedings in an amount of $269.00, which they felt might be avoided if it was called to the attention of the Commission. Commissioner Kidde expressed the opinion that where a bonding company has been given the opportunity to insure contractors in New Jersey, and where the risks have been very good, inasmuch as the Commission has taken steps to insure responsible bidding, the bonding company should not respect technicalities in paying small claims of creditors in cases of default of contractors. He moved that the matter be referred to the State Highway Engineer in order that he may take the matter up with the Globe Indemnity Insurance Company and request an explanation as to their proposed procedure in this case.

Invitations.

The Secretary presented an invitation from the Association of Chosen Freeholders of New Jersey for the Commission to attend the Second Annual Get-Acquainted Dinner given by that Association to the members of the 1925 Legislature on Monday Evening, December 8th. On motion by Mr. Jelin, seconded by Mr. Kidde, the invitation was ordered accepted on behalf of the Commissioners.

The Secretary presented an invitation from the Highway Research Board, requesting a representation at a meeting of that Board to be held in Washington, D. C. on December 4th and 5th. On motion by

Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer designate such representatives as he may desire to send and that they be authorized to attend and their expenses paid.

Route 9, Bloomsbury.

The Secretary presented a communication from Mr. W. F. Brown, enclosing a sketch of a suggestion for the proposed line of Route 9 through Bloomsbury, where the local authorities were desirous that the road continue through the Main Street of the Town instead of going outside thereof, as now proposed by the Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication and sketch were ordered received and placed on file.

Advisory Board-Shore Relief Route

The Secretary advised that it was now 11:30 and a large delegation was awaiting a hearing on the matter of the Shore Relief Route. The meeting was then recessed for the hearing. There were present approximately 150 men and women representing the Boards of Freeholders of Middlesex and Monmouth Counties, the Cities of Perth and South Amboy, and other communities along the present line of Route 4. Chairman Scott advised that the Commission would be glad to hear the spokesman for each particular district. Commissioner Jelin presented a statement and requested that the same be read and made a part of the records. This statement read as follows:

"State Highway Commission,
Trenton, N.J.

Dear Sirs:

The State Highway Commission has before it the determination of the location of Route 4. Among the suggested routes is one across the property of the Morgan Terminal Company.

I feel that I should advise you that I own some stock in that company, and so would ask you to excuse me from participating in any way in the discussions or decision regarding the location of the road.

It is a matter which I think should be decided entirely by the other Commissioners.

Abraham Jelin."

Mr. Dey, Director of the Board of Freeholders of Middlesex County, was the first to speak and he stated that the Board of Freeholders of Middlesex County had held a special meeting attended by at least 150 people at New Brunswick, and two resolutions were adopted at this meeting. He presented the same to the Commission. The first recommended that the State Highway Commission improve a road "beginning from a point at the Victory Bridge and running thence to Rose's Corner, eliminating South Amboy excepting that portion thereof known as the Mechanivsville section; thence over the Cheesequake Road to Brown's Garage and running thence over White Brown's Road to TenEyck's Hill, connecting with the Old Bridge-Matawan Road, and thence running to Frenaugh."

The second resolution expressed disapproval of the proposed relief route to Route 4 over the meadows, "in the belief that the construction of this road will result in an unwarranted and excessive cost to the State of New Jersey and be a hazardous experiment, and requests that the State Highway Commission abandon the consideration of this proposed relief route for the reason that the condition of the meadows will not permit the building of a permanent roadway for a number of years." These resolutions were read by the Secretary and Mr. Dey called for any objections to these resolutions on the part of any member in the delegation present. There were no such indications given.

The Secretary read a communication from Mr. W. A. Bassett, Chairman of a Committee urging the adoption of a route by way of South Amboy, Cheesequake, Matawan, Holmdel and Lincroft.

The Secretary read a telegram received from C. E. F. Hettrick, Mayor of Asbury Park, recommending that the relief route begin on the Lincoln Highway at New Brunswick, thence to Old Bridge, Matawan, Holmdel, Vandenberg, Colts Neck. Green Curve to Asbury Avenue, Asbury Park.

Senator Stevens, representing the Monmouth County Board of Freeholders, was the next speaker and he advised that the County of Monmouth favored the route as laid out in the resolutions offered by the Middlesex County Board of Freeholders, feeling that this route will be of greater advantage to the inland traffic and the shore traffic in Monmouth County and will furnish a relief to the congestion existing. He urged that if it was found that additional legislation was necessary in order to improve the road suggested, that he would be very willing to get behind such legislation.

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The next speaker was Mr. Frank Coan, City Counsel of South Amboy, who stressed the traffic situation existing in South Amboy, and he presented a request that if at all possible the road be taken outside of South Amboy and follow the line suggested in the resolutions of the Middlesex County Board of Freeholders.

The next speaker was H. W. Roberts of Atlantic Highlands, who presented to the Commission a petition signed by 3000 residents of Monmouth County, requesting that the Commission lay out a route following the proposed Ocean Highway westward from Atlantic Highlands to Belford, to Port Monmouth, to West Keansburg, to First Street, Keyport, thence by Route 4 at Matawan Creek. He stated that this would relieve traffic because of the fact that a large number of motorists desire to follow the shore line when traveling in that district.

Other speakers were Mr. Conlough, Borough Engineer of Syreville, and Mr. L. T. Booz, City Engineer of Perth Amboy, who discussed at length the disadvantages of any proposed route which would go over the Cheesequake meadows, stating that it would be very expensive construction and will never be in a condition to take the travel within the time set by the Commission, which was two years.

Judge Lefferts, representing the Borough of Matawan, favored the Middlesex County suggestion, stating that this would take the traffic out of the main street of Matawan where it was now almost impossible to travel on account of through traffic.

Commissioner Kidde stated that he was very much interested in the propositions presented by the people present, but he believed that the Commission was compelled to follow out the laws enacted by the Legislature, which were to the effect that Route 4 shall extend between South Amboy and Keyport, and that any line to relieve Route 4 must touch these points, unless new legislation is enacted, and in view of the fact that there is no such legislation in existence, the Commission must be guided by that legislation which is now in the statute books.

Chairman Scott closed the hearing with the statement that the Commission was deeply interested in the solution of the problem, and he advised that this matter was under consideration by the Commission for a year past and in view of the fact that the Commission is a creature of the Legislature, it is duty-bound to obey the laws of the Legislature. He stated that the question of taking care of the traffic is a very vital one and must be solved very soon in as complete a manner as it is possible for the Commission to do in the best way and at the least cost. He expressed thanks for the interest shown by the local authorities in coming to this hearing with the State Highway Commission.

The Commission then resumed its regular meeting and on motion by Mr. Kidde, seconded by Mr. Jelin, recessed for luncheon until 2:30 P.M. The meeting was resumed at 2:30 P.M. as agreed, with the same members present as at the morning session.

Long Valley-Hunterdon County Line Rd.

The Secretary informed the Commission that Mr. T. J. Wasser, Engineer of the Public Service Production Company, was present on the matter of the completion of the Long Valley-Hunterdon County Line Road in Morris County. State Highway Engineer Sloan explained to the Commission that an inspection of this work had shown that the joint material throughout the greater part of the work had come up out of the joints and formed ridges, and it would be necessary to cut off the excess bitumen. He also called attention to the fac that on four slabs there was an uneven surface which should be taken care of in some way before final acceptance of the work. Commissioner Kidde confirmed the matter, having accompanied the engineers in the final inspection of this road, and he inquired of Mr. Wasser as to what steps could be taken to relieve this situation. Mr. Wasser advised that his company would be willing to cut off the excess joint material along the road, and at Mr. Kidde's suggestion he promised that his company would furnish a letter at the time the road is accepted, that after the summer of 1925 his company would furnish a letter at the time the road is accepted, that after the summer of 1925 his company will go upon the road and repair the joints throughout those sections where it will be found that the joint material is not sufficient. State Highway Engineer Sloan stated that the only way by which ths uneveness of the surface of the four slabs in question could be taken care of would be by chiseling or air hammer. Mr. Wasser explained the condition existing on these slabs by the fact that this work was carried on just previous to a storm, and even though it was covered there was a slump in the road material while it was setting. He stated that his company would be willing to rectify this condition in any manner satisfactory to the engineers of the Department. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was referred to the State Highway Engineer for attention prior to final acceptance by the Commission.

The Schedule of Business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer.

Extension of Time-
Route 6, Section 12.

The State Highway Engineer reported the completion of all extra work required upon Route 6, Section 12, East Commerce Street, Bridgeton, and he recommended that the same be accepted on the part of the Commission, said acceptance to include an extension of time to the completion of the work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Commissioner Kidde moved that reimbursement be made to the City of Bridgeton on account of Route 6, Section 12. This was seconded by Mr. Jelin and adopted.

Extension of Time-
Route 8, Section 4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time of 19½ days on Route 8, Section 4, Charlottesburg-Smith's Mills section.

Right of Way-Route 14.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #32 on Route 14, Section 11, Petersburg-Tuckahoe section, from George L. and Bertha M. Powell for the consideration of $2,300.00 at the same time suggesting that the sale of the triangular strip of property remaining to the State be included in the final negotiations on this property.

Right of Way-Route 8.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $2,800.00 be made to Camilla W.

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Reeve Debow for Parcel #8 at the Pequannock River Bridge on Route 8, and in the event of its being refused, that condemnation proceedings be instituted.

Employments.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission ratified the following additions and changes in the employments as approved by the State Highway Engineer since the last meeting of the Commission:

Employed

11-19-24	Hugh Leddy,	Garage Assistant	$.45 per hr.

Increases

11-16-24	Joseph Havran,	Mechanic	$ .50	to	$ .55	per hr.
1-1-25	A. J. Decker,	Lab. Ass't.	125.00	"	135.00	" mo.
11-15-24	N. C. Heisler,	Br. Const.Insp.	165.00	"	180.00	" "
11-1-24	Geo.D.Cubberly,	Sr.Clerk Steno.	125.00	"	135.00	" "
11-1-24	H. M. Baker,	Steno.-Bkkp.	130.00	"	140.00	" "
12-1-24	Harvey Stillwagon,	Maint. Foreman	155.00	"	170.00	" "
12-11-24	Fred Sprengel,	Maint. Foreman	155.00	"	170.00	" "

Reduction in Pay

12-1-24	Frank W. Grady,	Jr. Insp.	$135.00 to $125.00 per mo.

Long Valley-Hunterdon County Line Rd.

Commissioner Kidde moved that the Inspector on the Long Valley-Hunterdon County Line Road, Morris County, Motor Vehicle Aid work, be brought before the State Highway Engineer for discipline on account of the conditions found on the improvement when completed.

Township & Borough Aid-Gloucester Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the revision of Township Aid Force Account Agreements on the Bridgeport-Gibbstown Road, Logan Township, Gloucester County, Township and Borough Aid, by the insertion of the rate of $1.20 per ton for cinders loaded on trucks, in place of the rate of $1.00 per ton f.o.b. boat, as shown.

Extension of Time-
Sullivan Way, Mercer County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time as granted by Mercer County Board of Freeholders on Sullivan Way, Mercer County, Motor Vehicle Aid work.

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Township & Borough Aid-Bergen Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of plans and specifications for Van Emburgh Avenue, Hillsdale Borough, Bergen County, Township and Borough Aid.

Township Aid-Cape May Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for Reading Avenue, Upper Township, Cape May County.

Township Aid-Bergen County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of plans and specifications for Van Emburgh Avenue, Washington Township, Bergen County.

Route 10, Saddle River Bridge

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the completed work on the Saddle River Bridge on Route 10 at M.P. 2.9 be referred to Commissioner Kidde for final inspection and that request for an extension of time be held until after this report is received.

Exhibits-Conventions.

The Secretary presented a communication from the American Road Builder's Association, inviting the Commission to exhibit at the coming Convention to be held in Chicago in January. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Charles Upham, the Convention Manager, be advised that the State Highway Commission appreciates the opportunity given to exhibit free of cost at Chicago, but must decline to exhibit this year.

Route 1, Hackensack River Br.

State Highway Engineer Sloan recommended to the Commission that in anticipation of approval to be given by the War Department to a request made for the construction of a Bascule draw span at the Hackensack River Bridge on the Lincoln Highway, he be authorized to negotiate services for the design of a bascule span, with the Strauss Bascule Bridge Company of Chicago. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Engineer was instructed to negotiate with the Strauss Bascule Bridge Company with the view toward employing their services for the design of special features in connection with a bascule span for the Hackensack River Bridge on the Lincoln Highway. State Highway Engineer Sloan also requested authority to proceed with plans for the strengthening of the existing fixed spans and foundations on the Hackensack River Bridge, estimated to cost $300,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Route 3 Widening,
Egg Harbor-Hammonton

There was presented a communication received from C. P. Wilbur, State Forester, advising that Mr. Kessler of that Department, had been over the situation locally at the Dooin property on Route 3 and he reported that he does not consider the trees worth the cost of moving the, and recommending that the trees be cut down and replaced next Spring with Norway maples, three inches in diameter, at a cost of about $3.50 each. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a copy of this report be forwarded to Mr. Dooin, with the advice that, in view of the information contained in this report, the State Highway Commission considers the arrangements discussed at a former meeting to be withdrawn, and further directing the State Highway Engineer to communicate with Mr. Dooin regarding the handling of the trees by the State.

Right of Way-Route 11.

Commissioner Kidde reported that in accordance with reference made to him at the last meeting, he had inspected properties on Kingsland Road, Nutley, but he was not yet satisfied that the Commission should pay the price asked by Mr. Korb for the lots and house in view of the fact that his investigation did not show that the damage caused was as great as the appraisals represented. He requested that the matter be held in abeyance for further investigation. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was again referred to Commissioner Kidde for further investigation.

Route 17-General

Commissioner Kidde reported that in connection with a reference made to himself and State Highway Engineer Sloan at the last meeting he had made an inspection of Route 17 from Hackensack South, with Mr. Muir, Superintendent of Maintenance. He stated that the line suggested by Bergen County was in need of relocation for a considerable distance, due to the fact that Hackensack Street and Terrace Avenue are both built up in such a way as to make it impossible to get full width of right of way without great expense to the State. He also advised that the present underpass at East Rutherford has only approximately twenty feet of roadway clearnace and imposes a very dangerous condition for traffic, and should be made wider before State Highway traffic is permitted thereon. He stated that he believed this road was one of the most important arteries in the State of New Jersey and that improvements thereon should be accomplished as soon as possible so that it might be taken over as a State Highway. He stated that arrangements might be negotiated with the County of Bergen whereby the County might be willing to undertake the reconstruction of the necessary portions of this road with contributions from the State, and then possibly the entire road could be taken over for future maintenance by the State as part of the State Highway System. He moved that the County of Bergen be advised that due to the report concerning the condition of Route 17 South of Hackensack, the State Highway Commission finds it necessary to defer the taking over of this road for the present. State Highway Engineer Sloan informed the Commission that from the report received from the Maintenance Division, he would recommend this action by the Commission.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Engineering Division make a further study of Route 17 South of Hackensack in order that it might be taken up with the Bergen County Board of Freeholders for negotiation.

Township Aid-Middlesex County

Commissioner Jelin reported having inspected the Plainsboro-Cranbury Neck-Princeton Junction Road, Middlesex County, Township Aid work, and moved that the same be accepted. This was seconded by Mr. Kidde and accepted.

Route 13, Section 6.

Commissioner Jelin inquired concerning the status of final payment due the Utility Construction Company for work on Route 13, Lawrenceville-Princeton section, and stated that inquiry had been made to him concerning this final payment. State Highway Engineer Sloan advised that there were small claims against the contractor estimated at $200.00, for which releases had not yet been furnished. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the sum of $200.00 be withheld and that the balance of the payment due the Utility Construction Company be made at this time.

Right of Way-Route 4

The Secretary presented a communication from Mr. F. W. DeVoe, Assistant Attorney General, advising that Wm. A. Maxwell, owner of parcel of property on Route 4, was now ready to settle for the sum of $250.00 instead of $500.00 as originally asked, and he recommended that this sum be approved in order that condemnation proceedings may be withdrawn. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of Mr. DeVoe in this case.

Route 18-North, Section 1

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that plans and specifications for the construction of Route 18, Section 1, in the Borough of Alpine, be and the same are hereby approved and the Chief Clerk is directed to place the necessary advertisements for this work after approval by the State Highway Engineer.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission meeting was adjourned at 4:30 P.M. to meet in regular session on Tuesday, December 2, 1924 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission meeting was adjourned at 4:30 P.M. to meet in regular session on Tuesday, December 2, 1924 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 2, 1924.

A regular meeting of the State Highway Commission was held in the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, December 2, 1924. The meeting was called to order at 10:45 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Abraham Jelin and Walter Kidde.

Sidewalks-Route 3, White Horse Pike, Clementon Township

The Secretary advised that a delegation from Clementon Township, Camden County, was present and desired a hearing. On motion, duly seconded a hearing was granted. Mr. Charles S. King, Township Solicitor, first spoke, advising the Commission that their Township Committee had come to obtain help in the placing of sidewalks along the White Horse Pike through their township. He informed the Commission of several serious accidents which had taken place in this vicinity, and stated that they felt that this was such a serious matter that something must be done to take care of the situation. He advised that the Township was now ready to proceed with the placing of sidewalks, but they were being held up by the refusal of certain property owners to grant the necessary right of way to the State, and they had come before the Commission to ascertain if it were not possible for the State Highway Department to cooperate with them in securing the necessary right of way of 66 feet, which would be sufficient width upon which to lay their sidewalks. Mr. William P. Howard, Clementon Township Engineer, also spoke, stating that he had been proceeding with the work as fast as possible and that he had succeeded in obtaining the necessary width for all but about 4,300 feet. Of this, he felt that he could secure approximately 3,500 feet, but the remainder, or 800 feet, was in the hands of people with whom it was practically impossible to come to any agreement. Commissioner Stewart inquired as to whether or not the Township was willing to proceed to take this land by condemnation, and was advised that they could not do so, due to the fact that the State Highway Commission had already entered into some negotiations in regard to same. After a further discussion as to the details of the matter, Commissioner Jelin moved that these gentlemen be advised that the State Highway Commission is entirely willing to cooperate with them as far as possible and suggested that they be instructed to take this matter up with some representative of the State Highway Department in order that it might be definitely determined to what extent they would require the assistance of the State in securing the right of way, it being understood that all the men present would be willing to serve at any time in the furnishing of appraisals as to the value of the property taken, should condemnation be proceeded with. This was seconded by Mr. Stewart and adopted.

Shark River Bridge-Route 4.

The Secretary advised that there was a delegation present from Belmar, Avon, South Belmar and Bradley Beach, and desired a hearing with reference to the proposed new bridge over the Shark River on Route 4. Mr. Joseph Mayor, Mayor of Belmar, first spoke, stating that a large mass meeting had been held in Belmar the night previous and they had come before the Commission for the purpose of protesting against the construction of the proposed new bridge West of the railroad bridge. He stated that the people in his vicinity felt that this was a very important subject and asked that the Commission, if possible, arrange to hold a public meeting on the site of the work. On behalf of the Borough of Belmar he stated that they were entirely opposed to the construction of the new bridge at this point, it being their feeling that it would be a serious detriment to their town. He stated that the river had already been filled up to a large degree through the construction of bridges and was only now coming back into its own through the expenditure of considerable money by the boroughs of that vicinity, and they felt that if a new bridge was constructed it would again cause the river to fill up and destroy its value thereby. He further stated that they felt that the old bridge would still be used by a large amount of the traffic and if a new bridge were built, it would mean that the present bridge would be thrown back on the county to be maintained. Mr. John Thompson, Mayor of Avon, stated that they also opposed the construction of a new bridge, inasmuch as they felt that same was not necessary and they believed that more interests would be best served by the repair and widening of the old bridge. He also suggested the use of Sylvania Avenue as a different route, which he felt would relieve the traffic situation. Mr. Moore, Assistant Construction Engineer, explained that the use of the Sylvania Avenue route had been considered, but that the amount of property damage entailed through the elimination of two bad curves was so high as to curtail its use. Mayor Borden of Bradley Beach expressed to the Commission his thanks for the Commission having taken over Main Street through Bradley Beach, and asked that they be put on record as favoring the construction of the proposed new Shark River Bridge West of the railroad, but they felt that the route should then follow a straight line into what is the Advisory Board Route between Morgan and Keyport at about Bangs Avenue in Asbury Park. He also urged that if a new bridge were constructed that the old bridge be repaired and maintained by the State. Mr. Claude Birdsall, Mayor of South Belmar, stated that they were also opposed to the construction of this bridge, due to the fact that they felt the elevation of same would make a very steep grade, in addition to the other objections as previously set forth. He stated that he was also the Borough Engineer for Belmar, and he felt that they would be willing to cooperate with the Commission in the obtaining of rights of way if a new line should be decided on. Mr. Gray, representing Neptune City, stated that they were in accord with the suggestion as made by Mayor Borden, that a new bridge be constructed and the road run straight through to the Advisory Board Route. After some further discussion of the matter Mr. Jelin stated that he believed this was a matter of enough importance for the Commission to go and look the location over, and he moved that the Commission arrange to go to Belmar and look the situation over at an early date. This was seconded by Mr. Stewart and adopted, it being understood that no public meeting would be arranged but that the Commission would meet with a committee representing the boroughs interested in the improvement.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adjourned for luncheon at this time. The meeting was resumed at 2:30 P.M. with the same members present as at the morning session.

Route 17-General.

The Secretary presented a communication from Hon. Ralph Chandles, Speaker of the House of Assembly, urging that the Commission take over

Route 17 South of Hackensack. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Engineer was directed to reply to Mr. Chandless, forwarding him a copy of the report as previously submitted on this subject with the advice that the Commission is desirous of learning from Bergen County how far they will cooperate in connection with the realignment and improvement of Route 17 South of Hackensack.

Signals

The Secretary presented a communication from the Rotary Club of Vineland, urging that a flashing signal be placed at the intersection of Route 18-South and Route 20 at Malaga. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was referred to the State Highway Engineer for investigation and report as to the desirability of placing a flashing signal at this location.

Proposed New Routes

The Secretary presented a communication from the Princeton Chamber of Commerce, urging the Commission to proceed with the construction of the unimproved portion of the Trenton-New Brunswick Turnpike as a relief to the through route in Princeton. Mr. Kidde moved that their communication be acknowledged and they be advised that this Commission has no jurisdiction over this road inasmuch as same has never been designated by the Legislature as a State Highway Route and any construction work on same road must be carried on by the county. This was seconded by Mr. Stewart and adopted.

Route 18-North, General.

The Secretary presented telegrams from Hon. Albert Newcomb, Mayor of Alpine, Mr. Manuel Rionda and Miss Helen G. Rionda, thanking the Commission for having taken over the additional half mile on Route 18 joining with that section constructed by Mr. Rionda. On motion by Mr. Kidde, seconded by Mr. Stewart, the telegrams were ordered received and filed.

Commissioner Jelin stated that he understood that this work was now ready to be advertised but he felt that before advertisement was placed that the Commission should have some assurance from the New York State Highway authorities that they would proceed with the construction of this road on their end, and he moved that this matter be referred to General Scott to communicate with Major Welch of the Palisade Park Commission in order that he might obtain some definite assurance that the New York authorities were ready to go ahead with the construction of their road to connect up with our Route 18 at the State line. This was seconded by Mr. Kidde and adopted.

Commendations.

The Secretary presented a communication from Dr. Jacob G. Lipman, Director of the Agricultural Experiment Station, expressing appreciation for the experimental work performed at that institution. On motion by Mr. Jelin, seconded by Mr. Stewart, the same was ordered received and filed.

The Secretary presented a resolution from the Rotary Club of Atlantic City, commending the Commission for their action in determining to proceed with the construction of Route 4 from Toms River to New Gretna in 1925. On motion by Mr. Jelin, seconded by Mr. Kidde, the same was ordered received and filed.

Right of Way-Route 13.

The Chairman presented a communication received from him from Hon. Theodore Backes, requesting an opportunity to confer with some of the Commissioners in connection with a claim for damages to the property of Dr. Stover on Route 13. Mr. Jelin moved that this matter be referred to the State Highway Engineer in order that he might take the matter up with Mr. Backes and report to the Commission if a hearing is necessary. This was seconded by Mr. Stewart and adopted.

Request for Aid-Sussex County.

The Secretary presented a petition signed by numerous citizens of Sussex County, requesting the construction of the road from Vernon to Hamburg in Sussex County, to connect up with Route 8. On motion by Mr. Kidde, seconded by Mr. Jelin, this petition was referred to Assistant State Highway Engineer Reed for investigation and report.

Grade Crossings-General.

The Secretary presented a communication from Samuel Craig Cowart, Esq., with reference to a report that had been made by the Board of

Utility Commissioners in connection with certain grade crossings at Jamesburg, New Jersey. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered acknowledged with the advice that this was evidently a Middlesex County Road over which the Commission had no jurisdiction, due to the fact that it has not been designated as a State Highway Route.

Shark River Bridge-Route 4.

The Secretary presented a communication from Dilding & Dildine of Belmar, favoring the Commission plans for the proposed Shark River Bridge on Route 4. On motion by Mr. Kidde, seconded by Mr. Jelin, same was ordered acknowledged and held for further consideration pending the inspection to be held at Belmar in this matter.

The Secretary presented a telegram received from the Borough of Spring Lake, expressing approval of the construction of the proposed new bridge and retention of the old bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the same was ordered received and held for consideration following the inspection to be held at Belmar.

The Secretary inquired if the Commission was now ready to fix a date on which they would go to Belmar to look over this location, and on motion by Mr. Kidde, seconded by Mr. Jelin, the Commission set Thursday, December 11, 1924, as the date for such inspection, and the Secretary was directed to notify the interested municipalities.

Advisory Board-Victory Bridge

General Scott presented for the information of the Commission the report of the Victory Bridge Advisory Board, which was now completed. On motion by Mr. Kidde, seconded by Mr. Jelin, the Secretary was directed to forward a copy of this report to each Commissioner.

The Schedule of Business was next taken up, item by item as follows: -

Route 4, Section 20-A.

The State Highway Engineer presented the following list of bids received for the placing of embankment and gravel surface on Route 4, Section 20-A, Manasquan Grade Crossing Elimination:

Decker & Canning, Inc.	$ 39,567.87
Union Paving Company	39,685.92
Hughes & Tuzeneu	40,555.18
Culp Construction Company	43,818.76
Stryker & Stryker	44,296.87
E. H. Ellis	45,528.70

T.M.Gibbs Construction Co.	$ 45,797.59
Michael Staub	46,174.26
Jannarone Contracting Co.	46,570.17
Weldon Contracting Co.	46,772.74
Thomas Adametz	48,334.55
J. F. Chapman & Son	49,643.29
John F. McGreevey	49,777.58
T.J.M. Contracting Co.	49,831.40
Ralph Sangiovanni	49,997.22
Freehold Construction Co.	51,941.15
George Matthews	52,946.03
Thomas J. Scully	54,458.90
Gerritson Construction Co.	54,931.20
C. W. Winans Co.	55,061.76
Scisco & McDowell	57,602.04
Celentua & Wendland	59,971.18
William Eisenberg	64,628.30
Roy B. Wenner	66,242.48
Richards & Gaston	66,299.75
Gallena-Poole, Inc.	66,530.55
Liddle & Pfieffer	68,904.60
Newark Paving Co.	100,551.40

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 20-A, Manasquan Grade Crossing Elimination, to Decker & Canning, Inc. of Newark, N. J. at their's the lowest bid submitted in the amount of $39,567.67, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 3, Widening-Hammonton

There was presented a communication received from the acting State Forester with information concerning the condition of the trees along Route 3 at Hammonton and the advisability of moving same. On motion by Mr. Kidde, seconded by Mr. Jelin, the same was ordered received and filed. In this connection the Commission directed that in view of the action taken on September 23rd that no further action be taken at this time with reference to the removal of these trees.

Route 5, Section 11.

On motion by Mr. Stewart, seconded by Mr. Jelin, the completed contract of Salmon Brothers for the construction of Route 5, Section 11, Belvidere-Delaware, was referred to Commissioner Kidde for inspection preliminary to acceptance.

Route 16, Section 8.

On motion by Mr. Stewart, seconded by Mr. Kidde, the contract of Graham VanKeuren for the construction of Route 16, Section 8, Harlingen Cut-off, was referred to Commissioner Jelin for inspection preliminary to acceptance.

Route 4-General.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Engineer was authorized to proceed with the construction of Route 4, Toms River Cut-off, and Route 4, Waretown Cut-off.

Claims-American Tel. & Tel. Company

On motion by Mr. Stewart, seconded by Mr. Kidde, the claim of the American Telephone & Telegraph Company on account of damage to their cable on the bridge over the aqueduct on the Brunswick Pike, was ordered referred to the State Highway Engineer for further investigation and the obtaining of a detailed statement as to the damage done.

Township Aid-Atlantic County.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the acceptance and authorized final payment on the Lincoln Avenue, Buena Vista Township, Atlantic County, Township and Borough Aid.

Long Valley-Hunterdon County Line

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the granting of an extension of time for thirty-five working days to the Public Service Production Company on the Long Valley-Hunterdon County Line Road, Morris County, State Aid and Motor Vehicle Aid.

Township Aid-Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the granting of an extension of time to November 30, 1924 on the Barbertown-Delaware Line Road, Kingwood Township, Hunterdon County, Township Aid.

Employments.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission ratified the following additions and changes in personnel of the Department as approved by the State Highway Engineer since the last meeting:

Increase

12-1-24	Jos. R. Hunt,	Clerk-Typist	$80. to $90. per mo.

Discontinued Employments

11-15-24	Paul Machner,	Gravel Patrolman	Resigned
11-15-24	J. F. Scully,	" "	"
12-1-24	Geo. Dickinson,	Junior Inspector	Leave of Absence
11-15-24	David Link,	Gravel Patrolman	Resigned

11-18-24	John McCullough,	Junior Inspector	Laid Off
11-17-24	Hank Hyres,	Bridge Tender	Discharged
11-1-24	Oliver Farrington,	Gravel Patrolman	Resigned
12-1-24	M. R. Seiffert,	Junior Engineer	"
11-22-24	F. S. Hickey,	Sr. Stock Clerk	Transferred to Purchasing Agent
11-24-24	Bert Carter,	Gravel Patrolman	Discharged
11-1-24	Owen Malone,	Rollerman,	Leave of Absence.

Cedar Brook Road, Camden County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the plans and specifications for the Cedar Brook Road, Camden County, Motor Vehicle Aid.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission adjourned at 4:00 P.M. to meet in regular session on Tuesday, December 9, 1924.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 9, 1924

A regular meeting of the State Highway Commission was held in the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, December 9, 1924. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 1 Extension, Jersey City.

The Commission immediately went into conference with State Highway Engineer Sloan and Assistant Construction Engineer Fred Lavis, on the Route 1 Extension through Jersey City. This conference ended at 3:00 P.M. and the regular meeting was resumed.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of September 16th, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Stewart reported having read the minutes of the meeting of November 3rd, and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of November 10th and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of November 18th and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Right of Way-Amboy Bridge.

Commissioner Jelin informed the Commission that in view of the recent verdict of the jury in Middlesex County in the case of the Donnell Lumber Company versus the State of New Jersey, in his opinion the verdict was so contrary to the evidence and is so much higher than what he believes the property is worth to the State Highway Commission and the State of New Jersey, that he would move that the Attorney General be authorized to use every means within his power to have the verdict set aside, or to appeal this case or take such other proceedings which will be more effective, in order that the State may secure the Donnell property at its true value. This was seconded by Mr. Stewart and adopted.

Route 5, Section 11.

Commissioner Kidde reported having inspected the completed work on Route 5, Section 11, Delaware-Belvidere section, and he stated that this work was completed in very good shape except for some guard rails and other minor details, and he moved that this work be accepted by the Commission subject to approval of final papers by the State Highway Engineer, a reduction to be made of 125% for all items not yet completed at the time of approval of final papers. This was seconded by Mr. Jelin and adopted.

Route 12, Section 6.

Commissioner Kidde reported having inspected the completed work on Route 12, Section 6, Port Colden-Stephensburg, and he advised that this work was ready to be accepted except for the completion of bridge decks and some guard rails and shoulders, and he moved that the Commission accept the completed work subject to the approval of the final papers by the State Highway Engineer with a deduction of 125% on all items not yet completed at the time of approval of final papers. This was seconded by Mr. Jelin and adopted.

Route 12, Section 7.

Commissioner Kidde reported having inspected the completed work on Route 12, Section 7, Stephensburg-Hackettstown section. He advised that this work was entirely completed with the exception of some shoulder grading, and he moved that this work be accepted on behalf of the Commission, subject to the approval of the final papers by the State Highway Engineer and a deduction of 125% on all items not yet completed at the time of approval of final papers. This was seconded by Mr. Jelin and adopted.

Saddle River Bridge, Route 10

Commissioner Kidde reported the inspection of the completed work on Saddle River Bridge at M.P. 2.9 on Route 10, and he moved that this work be accepted on behalf of the State, said acceptance to include an extension of time of fifteen working days. This was seconded by Mr. Jelin and adopted.

Invitation-Conventions.

The Secretary presented a communication from the D. L. & W. R. R. Company, enclosing itinerary covering trip to be made to the American

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Road Builders' Conference at Chicago, and inviting the members of the State Highway Commission to ride with a special delegation to be made up of New Jersey officials. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and acknowledged with the advice that should the Commission decide to be represented, they will consider the invitation.

The Secretary presented a communication received by Chairman Scott, requesting the Commission to attend a conference of the State Chamber of Commerce on Tuesday, December 9th, at the Elks Club in Jersey City, on the matter of transportation in northern New Jersey. Chairman Scott advised that he had designated Mr. Kidde to attend this meeting which was at 6:30 P.M. of this evening, and Commissioner Kidde was to attend at that time. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Accidents.

The Secretary presented a communication received by Commissioner Kidde from Mr. George LaMonte, calling attention to the dangerous condition existing at the intersection of Route 9 with the Lansville Road between Bound Brook and Somerville, in which Mr. LaMonte stated there were no warning signs on either side of the road. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was referred to State Highway Engineer Sloan in order that he may investigate the matter and make reply to Mr. LaMonte.

Route [illegible], Bluff Road.

The Secretary advised the Commission that a representative of property owners on Bluff Road had advised him that endeavor was being made to have the municipality take over those sections of road which the State had acquired for roadway purposes, and dedicate the same as a street, and would thereby pay to the State the balance of money due from property owners who have not yet refunded on the State's claims. Commissioner Jelin suggested that the Maintenance Division be instructed to hold up the placing of additional fences on Bluff Road until further advice from the Commission.

Right of Way-
Route 1 Extension-Elizabeth.

The Secretary presented a communication from the Hudson County

Real Estate Board, presenting a resolution requesting the State Highway Commission to appoint for all appraisals in Hudson County, a Hudson County Realtor, since information had reached them to the effect that a resident of Elizabeth had been selected to appraise property in Hudson County. State Highway Engineer Sloan informed the Commission that an Elizabeth man had been appointed for appraisals in Elizabeth. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Real Estate Board of Hudson County be advised that it has been the policy of the Commission to appoint appraisers from the locality in which the work was being done, and it was expected that this procedure would be followed in the case of Hudson County, and as to the appointment of a man from Elizabeth for appraisal work, this was done in order to handle appraisals in Elizabeth and Union County only.

Route 18-North, Section 1.

The Secretary presented a communication from the Lockhard Land Company, requesting information as to the proposed work on State Highway Route 18 at Alpine. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with advice as to action taken by the Commission looking toward this improvement.

Right of Way-Route 18-North.

Commissioner Kidde moved that a communication be forwarded to Major Welsh of the Palisades Interstate Park Commission, advising that the Commission appreciates his progress in the matter of securing right of way on the Phelps property, and further advising that the Commission is prepared to proceed with the beginning of the actual construction upon assurance that New York State will go ahead with its end of the work, and also that a communication be forwarded to the Superintendent of Public Works of New York State, advising that the Commission has been negotiating through Major Welsh in securing a line for Route 18, and he has assured the Commission that the New York State authorities were planning to come to the New Jersey State Line in the near future, and that request be made as to what progress has been made in New York State and whether the work will go ahead simultaneously with that in New Jersey.

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Route 4, Shark River Bridge.

The Secretary presented a communication from the Borough Clerk of Bradley Beach, requesting a conference with the Commission after the inspection to be held at Belmar on the 11th instant. The Chairman directed that they be advised that it will be impossible for the Commission to do this, in view of the fact that a meeting has been arranged in Jersey City on the afternoon of the 11th.

The Secretary informed the Commission that arrangements had been made by the Borough Clerk of Belmar for the Commission to meet in conference with the local authorities at the Borough Hall, Corner of 9th Avenue and "E" Street on Thursday, December 11th, at 11:00 A.M. prior to making an inspection of the proposed location for a new bridge over the Shark River. Chairman Scott directed that the Secretary notify the Borough Clerk of Belmar that the Commission does not intend to hold a conference, but prefers to make an inspection directly upon reaching Belmar and will be glad to do this in company with the local authorities without holding any public meeting or conference at this time.

Route 1 Extension, Jersey City.

Commissioner Jelin stated that record should be made that a meeting of the Commission will be held in Jersey City on Thursday, December 11th at 3:00 P.M. and he moved accordingly. This was seconded by Mr. Kidde and adopted.

Memorials-
Request for Permits.

The Secretary presented a communication received from the American Legion Post of Haddon Heights, requesting information as to whether the Commission will permit the erection of an arch over State Highway Route 3 as a World War Memorial. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was referred to the State Highway Engineer in order that he may request that plans and drawings concerning the location of the memorial be forwarded to him for consideration, prior to any decision by the State Highway Commission.

Route 9, Bloomsbury.

The Secretary presented a communication from Mr. J. V. Willever, Mayor of Bloomsbury, inquiring as to what date the Commission will set for making an inspection of the proposed Bloomsbury Cut-Off on Route 9. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Willever be advised that the State Highway Commission cannot set a definite date at this time, but will advise him sufficiently beforehand when a date can be set for an inspection.

Invitations - Conventions.

The Secretary presented a communication from Hon. Herbert Hoover, Secretary of Commerce, inviting the Commission to send a representative to a National Conference on Street and Highway Safety, to be held in Washington, D. C. on December 15th to 17th, inclusive. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered referred to the State Highway Engineer with directions that he send a delegate, if in his discretion it is desirable.

Route 1 Extension, Newark.

The Secretary presented a communication from Mr. Joseph H. [illegible], Secretary of the Ironbound Manufacturers' Association, requesting that a date sometime during the week of December 15th be set aside for a conference with the State Highway Engineer and Commissioner Kidde to discuss the proposed Route 1 Extension through Newark. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that Mr. Kidde and State Highway Engineer Sloan attend this conference with the idea of learning what facts the Ironbound Manufacturers' Association may have to present, in order that same may be given consideration when Route 1 is adopted through Newark.

Motor Vehicle Aid General-1925.

The Secretary presented a communication from the Board of Freeholders of Middlesex County, requesting information as to the amount of Motor Vehicle funds which will be granted to Middlesex County for the year 1925. State Highway Engineer Sloan informed the Commission that he had prepared an outline of the apportionments based on the percentage of area, population and road mileage, and he was prepared to recommend that the Commission distribute the sum of $2,600,000.00 from the anticipated 1925 Motor Vehicle receipts as aid to the counties from the Motor Vehicle fund, in accordance with this outline. He advised that while this $2,600,000.00 was the exact amount of money distributed during 1924, the schedule of percentages was varied, due to the fact that in a number of counties the State has taken over for maintenance, mileage which heretofore has been part of the county mileage and under county maintenance. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that apportionments of Motor Vehicle funds for the year 1925, based on the allocation of $2,600,000 in accordance with the following percentages, based upon county road mileage, county population and county area, be approved as follows:

County	Average	Apportionment, Based on $2,600,000
Atlantic	4.942	$128,492.00
Bergen	5.964	155,064.00
Burlington	6.875	178,750.00
Camden	4.214	109,564.00
Cape May	3.292	85,592.00
Cumberland	4.682	121,732.00
Essex	9.129	237,302.00
Gloucester	2.878	74,828.00
Hudson	7.402	192,452.00
Hunterdon	2.806	72,956.00
Mercer	4.328	112,528.00
Middlesex	5.646	146,796.00
Monmouth	5.723	148,798.00
Morris	4.990	129,740.00
Ocean	4.864	126,464.00
Passaic	5.651	146,926.00
Salem	3.176	82,576.00
Somerset	3.420	88,920.00
Sussex	3.850	100,100.00
Union	3.363	87,438.00
Warren	2.807	72,982.00
	100.000	2,600,000.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the communication from Middlesex County was ordered replied to in accordance with the action taken on the apportionment of Motor Vehicle funds.

Request for Aid-Hunterdon County

State Highway Engineer Sloan informed the Commission that he had been visited by a delegation from Hunterdon County, requesting that the Commission grant additional aid for the maintenance of their county roads. He advised that he had suggested to the county authorities that if they would place a portion of their regular repair money in permanent repairs, he would recommend that material aid be given by the State for the reconstruction of 8½ miles of road from Ringoes to Flemington at an estimated cost of approximately $332,000. On motion by Mr. Stewart, seconded by Mr. Jelin, this matter was ordered held on the table for later consideration.

Request for Aid-Atlantic County

The Secretary presented a communication from the Atlantic County Board of Freeholders, requesting aid on the construction of the road between Absecon and Pleasantville. On motion by Mr. Kidde, seconded by Mr. Jelin, the matter was ordered received and held for later consideration.

The schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer.

Route 6, Section 13.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission referred the final inspection of Route 6, Section 13, Bridgeton-Marlboro section to Chairman Scott.

Route 9, Section 11.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission referred the final inspection of Route 9, Section 11, Lincoln Avenue, Plainfield, to Commissioner Stewart.

Route 8, Section 4-A.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission referred the final inspection of Route 8, Section 4-A, Charlottesburg-Newfoundland, to Commissioner Kidde.

Scales

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of a lease from the Public Service Railway Company for five years and thereafter from year to year, for a parcel of land on Lincoln Highway section of Route 1, for the construction and maintenance of weighing scales at a yearly rental of $25.00.

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Employments.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously ratified the following list of changes and additions in the employments of the State Highway Department since the last meeting of the Commission:

Employed

12-1-24	M. W. Frace,	Jr. Inspector	$125.00 per mo.
12-1-24	Wm. Danito,	Gravel Patrolman	75.00 " "
11-13-24	Harry Keller,	Motor Tr. Driver	.45 per hr.
11-21-24	Steve Sier, Jr.	" " "	.45 " "
11-24-24	Freeman Wilson,	" " "	.40 " "
11-25-24	P. E. Campbell,	" " "	.40 " "
12-3-24	Edmund E. Neumer,	Mechanic,	.65 " "
11-24-24	Wm. H. Umstead,	"	.65 " "
11-1-24	LeRoy Cramer,	Motor Tr. Driver	.40 " "

Discontinued Employments

12-17-24	Wm. Helm, Jr.	Senior Inspector	Leave of Absence
12-1-24	George R. Dancherver,	Rodman	Resigned
11-21-24	J. C. McDonnell,	Rodman,	"
11-[illegible]-24	Geo. Yost,	Car Washer	Leave of Absence
12-16-24	Clara E. Quinn,	Sr. Clerk Steno.	Resigned.

Increased

12-1-24	J. P. Cramer	Clerk-Typist	$95. to $105. mo.
12-1-24	H. D. Ford,	Junior Inspector	125. " 135. "

Federal Aid-Route 5.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved projects statement for Federal Aid on Route 5, Morristown-Irvington section.

Lakewood-New Egypt Road, Sec. 2

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of the Lakewood-New Egypt Road, Section 2, Ocean County, Motor Vehicle Aid.

Kings Highway, Burlington County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved acceptance of Kings Highway in Burlington County, Motor Vehicle Aid work.

Township Aid Transfer-Ocean Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of Township Aid funds for the construction of Long Beach Streets, Long Beach Township, Ocean County, Township Aid.

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Township Aid Transfer-Atlantic Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of Township Aid funds from the Buena-Tuckahoe Road, Section 4, to Cumberland Avenue, Weymouth Township, Atlantic County, Township Aid.

Township Aid-Hunterdon County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance and final payment on the Lambertville-Stockton Road, Delaware Township, Hunterdon County, Township Aid.

Township Aid-Cumberland County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of township aid force account agreement for Friesburg Road, Upper Deerfield Township, Cumberland County, Township Aid.

Township Aid-Middlesex County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of award of contract by Raritan Township for Main Street, Bonhamtown, Middlesex County, Township Aid.

Cedar Brook Road, Camden County.

State Highway Engineer Sloan presented bids received by Camden County for the construction of Cedar Brook Road, and advised that it was the purpose of the County to award to the Union Paving Company, the lowest bidder, and he recommended that the Commission approve this award when made by the County. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Commission approve of award of contract by Camden County to the Union Paving Company, for the construction of Cedar Brook Road at $14,338.70.

Route 16, Section 8.

Commissioner Jelin reported having inspected the completed work on Route 16, Section 8, Harlingen Cut-Off, and moved that the same be accepted on the part of the State. This was seconded by Mr. Stewart and adopted.

Sidewalks-Route 4 Lakewood.

State Highway Engineer Sloan presented to the Commission the request of Lakewood Township for permission to construct sidewalks along Route 4 near Lake Carasoljo, and he recommended that they be given authority to construct the sidewalks with the understanding that no timber construction is to extend within five feet of the West curb of Route 4: further the Township is to maintain earth fill, shoulders and slope adjacent to the curb in such a manner that the concrete curb and pavement will not be damaged; and further the Township is to agree to any changes or to remove structure should the State Highway Commission at any time consider such action necessary. On motion by Mr. Stewart, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was adopted.

Construction Program - 1925.
Hunterdon County Repairs.

The Commission next discussed the 1925 road building program. Chairman Scott requested that in the consideration of the 1925 program some arrangement be made for giving assistance to Hunterdon County. State Highway Engineer Sloan suggested that his proposition concerning the improvement between Ringoes and Flemington be taken up at this time. Commissioner Jelin stated that before the Commission could take any definite action it would be necessary for the Hunterdon County Board of Freeholders to make a formal application for State funds. Commissioner Stewart, therefore, moved that it be the sense of the Commission that in the event that the County of Hunterdon will present proper resolution and application, the State Highway Commission will set aside the sum of $200,000.00 for the improvement of all or part of the road between Ringoes and Flemington. This was seconded by Mr. Jelin and adopted.

Construction Program-1925

After a general discussion as to the items contained in the Construction Program as presented by the State Highway Engineer, on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following improvements for the 1925 construction season.

December 9, 1924.

Rt.	Local Name	Miles	County	Estimate
2	South Broad St.	1.1	Mercer	$110,000.00
2	Burlington Cutoff (pvg.)	2.3	Burlington	100,000.00
2	Bridgeboro Br., M.P. 9.0		"	380,000.00
2	Pensauken Creek-Bridgeboro (Sheet Asph.from M.V.funds)	5.5	"	150,000.00
4	New Gretna Alt.-Toms River	33.16	" & Ocean	1,200,000.00
4	Toms River Cutoff		Ocean	300,000.00
4	Cooper Bridge, Red Bank		Monmouth	500,000.00
5	Blackwell Street, Dover	.75	Morris	100,000.00
5	Farmers Hotel-Irvington	3.00	Union & Essex	500,000.00
6	Alloway Creek Bridge		Salem	60,000.00
7	Freehold-Colts Neck Road	6.4	Monmouth	400,000.00
8	Newfoundland-Stockholm	3.923	Morris, Passaic & Essex	400,000.00
9	Bloomsbury Cutoff & Bridge	1.0	Warren & Hunterdon	200,000.00
11	Washington Avenue, Nutley	.3	Essex	25,000.00
12	Singac-Right of Way		" & Passaic	100,000.00
14	Bridge at Tuckahoe		Atlantic & Cape May	150,000.00
15	West Creek Bridge		Cumberland & Cape May	80,000.00
16	Somerville-Royce Valley	2.4	Somerset	250,000.00
		59.833		$5,005,000.00
4	Amboy Bridge		1925 Apportionment	1,000,000.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was adjourned at 6:30 P.M., to meet in regular session on Thursday, December 11th at 3:00 P.M. at Jersey City.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 16, 1924.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, on Tuesday, December 16, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Institutional Roads

The Secretary presented a communication from Hon. R. C. Jenkinson, and also a communication from Mr. H. H. Pond, with reference to the improvement of the road leading to the State Institution for Feeble Minded at Vineland. On motion by Mr. Jelin, seconded by Mr. Stewart, the communications were ordered received and placed on file, and the Secretary was directed to advise that the road is a Township Road over which the State Highway Commission has no authority.

Route 4, Perth Amboy.

The Secretary presented a communication from the City Planning Commission of Perth Amboy, transmitting a report of the investigations of that Commission for provisions to handle traffic at Smith Street and Convery Place, Perth Amboy. On motion by Mr. Jelin, seconded by Mr. Stewart, this report was referred to the State Highway Engineer for study.

Memorials-
Naming-State Highways.

The Secretary presented a communication from the Gold Star Highway Association with further reference to a national highway which would be marked by the various states in commemoration of the World War veterans. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary acknowledge this communication and advise that it will be given serious consideration although the raising of funds for this work is entirely up to the Legislature, as well as the designation and naming of routes.

Signals

The Secretary presented a communication from the Borough Attorney of Keyport, in which he states that the Borough authorities of Keyport are compelled to withdraw their application for permission to place a beacon light at the intersection of Broad Street and Maple Place in Keyport on account of the very stringent requirements exacted by the

Highway Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered acknowledged and they be requested to advise the Commission as to what stringent conditions have been put to them which makes the installation objectionable to the local authorities.

Request for Hearing.

The Secretary presented a communication from Mayor Thompson of Hightstown, requesting an appointment with the Commission on the matter of Route 7 from Hightstown to Freehold. On motion by Mr. Jelin, seconded by Mr. Stewart, the appointment was directed to be made with Mayor Thompson at his convenience, on a future Commission meeting date.

Proposed Routes.

The Secretary presented a resolution from the Cape May County Chamber of Commerce, requesting the State Highway Commission to take over as part of the State Highway System, the connection of Route 4 between Absecon and Marshall's Corner in Cape May County, including the Beesley's Point to Somer's Point Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered the resolution received and placed on file with the advice that the Commission will give consideration to this matter as soon as the funds for same are available.

Construction Program-1925

The Secretary presented a resolution from the Cape May County Chamber of Commerce, requesting the State Highway Commission to include Route 14 from Tuckahoe to Mays Landing in the 1925 paving program. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this resolution be acknowledged with the advice that the Commission will take the same under consideration.

Route 4, Waretown.

The Secretary presented a communication from Mr. E. R. P. Barrett of Waretown, commending the Commission for the cut-off planned at Waretown, and stating that this was the best, in his opinion, for through traffic. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and placed on file.

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Motor Vehicle Aid-General.

The Secretary presented a suggested budget of Motor Vehicle moneys as prepared by the Chief Auditor for the year 1925, and recommended that the same be approved by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that copies of this budget be forwarded to each Commissioner for information prior to approval.

Route 13, Lawrenceville-Trenton.

The Secretary informed the Commission that Assistant Attorney General Theodore Backes was present for a hearing, together with Dr. Stover, a property owner on the Lawrenceville Road. On motion, duly seconded, a hearing was granted. Mr. Backes informed the Commission that some time prior to his taking the office of Assistant Attorney General, Dr. Stover had come to him for legal advice on the matter of his property on Route 13 between Trenton and Lawrenceville. He stated that at the time this improvement was contemplated, negotiations were entered into for the acquisition of certain frontage from Dr. Stover's property and a promise was made by the Right of Way Division at that time that Dr. Stover's land would be restored, and in order to do this a toe wall would be put along the front of the property in order that the grade of the land could be maintained above the highway. After this promise was made nothing further was done with the matter until State Highway Engineer Sloan ordered the work on the wall stopped, due to the fact that the State Engineers claimed that the section of road on which the State Highway Department was working was State property and not included in Dr. Stover's deed, and therefore there was no obligation on the State to place a wall on the property. Mr. Backes advised that by this time all monuments have been destroyed as far as identifying the original location of the Lawrenceville Road, and he, therefore, did not desire to enter into litigation on the matter. He suggested that if possible the Commission arrange some settlement with Dr. Stover. State Highway Engineer Sloan informed the Commission that from the surveys made of Dr. Stover's property, the State was not trespassing on his site and that a step was put in for Dr. Stover and the land next to the road was properly graded similar to the work done on other property along this line. After further discussion, Commissioner Stewart moved that the matter be held over for later consideration. This was seconded by Mr. Jelin and adopted.

Black Horse Pike.

The Secretary informed the Commission that a hearing had been requested by Mr. Cattell, County Engineer of Gloucester County, with reference to the improvement of the Black Horse Pike. On motion, duly seconded, a hearing was granted. Mr. Cattell introduced Assemblyman Pine of Camden County, who acted as Chairman of a delegation from Camden, Gloucester and Atlantic Counties and the Black Horse Pike Association. Mr. Pine informed the Commission that the delegation desired to bring to the Commission's attention the necessity for the improvement of the Black Horse Pike as a relief to the White Horse Pike and Routes 18 and 20.

He requested that Mr. Russell, President of the Black Horse Pike Association, be allowed to speak. Mr. Russell addressed the Commission and explained the formation of the Black Horse Pike Association and the developments which have taken place along the Black Horse Pike for the past two years. He pointed out the advantages to South Jersey which would accrue upon the completion of this road, since it opens up a territory heretofore very sparsely settled. He advised that it was proposed to create a boulevard over as great a width as desired by the Commission, since the right of way could be obtained for practically a nominal cost. He also advised that various counties along this highway have improved certain sections so that it is not necessary for the entire route to be reconstructed. He urged the Commission to get behind the proposed legislation to be introduced again for the creating of a State highway over the line of the Black Horse Pike.

Judge Higbee, County Counsel for Atlantic County, was the next speaker, and he advised the Commission that it was proposed to introduce at the next Legislature a bill making the Black Horse Pike a State highway, and he advised that they felt that it would be useless to urge this upon the Legislature unless the State Highway Commission was in favor of making this road a part of the State Highway System and would take it over as such. He outlined the necessity for a parallel highway to the White Horse Pike and stated that he felt that it was more desirable to have parallel roads than to have one wide road for the traffic.

Mr. John Tomlin, Chairman of the Road Committee of Atlantic County next and addressed the Commission and stressed the fact that this Black Horse Pike was a State proposition, since it crossed three counties, and he advised that about two-thirds of the highway is already in fair condition. He advised that this road goes through a strip of country which should be developed as soon as possible.

Mr. Cattell, County Engineer of Gloucester County, was the next speaker, and he stated that Gloucester County was in favor of the Black Horse Pike improvement as well as other South Jersey improvements. He also advised that the Gloucester County Board of Freeholders had purposed to spend about $200,000.00 on the Gloucester County section of this highway, but was uncertain as to whether it was possible for them legally to spend money on a road which may become part of the State Highway System. He was advised by the Secretary that an opinion has been rendered by the Attorney General to the effect that even though the highway has been named part of the State Highway System by the Legislature, it does not become part of the State Highway System until there has been an official hearing and resolution to this effect adopted by the State Highway Commission, and until such action is taken the Counties are still in control and any improvement of the same is at their own expense. Other speakers were Mr. Treat, Director of the Board of Freeholders of Gloucester County, and Mr. Wise, Chairman of the Road Committee of Camden County, both of whom expressed favor in the improvement.

Mr. Pine then advised the Commission that he anticipated introducing in the next Legislature a bill looking toward the addition of the Black Horse Pike as part of the State Highway System, and he requested information as to whether the Commission would give favorable consideration to this measure if a public hearing was invited by the Legislature. Chairman Scott addressed the delegation and advised that he would express his personal opinion on the matter, which, he believed was shared by the other Commissioners; namely, that the State Highway Commission is empowered to spend the bond issue money upon those sections of State highways which were in effect on March 17, 1922. Since that time there have been added about 700 miles of highways without the addition of funds for the purpose of their improvement. He advised further that in view of the fact that the Legislature had not seen fit to place the designation of State highways in the Commission, he felt that it was their desire to hold that authority within themselves, and the State Highway Commission, being a creature of the Legislature, does not desire to take any part in any questions coming before the Legislature for consideration. He further stated that he didn't believe that it would be the policy of the Commission to take over any roads until there were funds with which to properly take care of them, and he stated that he believed that for this reason the Commission should be frank with the delegation and advise them that until the Legislature would provide funds for the proper maintenance and construction of any new Routes, the State Highway Commission has no authority or funds for adding the same to the State Highway System.

Judge Higbee asked permission to speak and said that he was pleased that the Commission had frankly stated its attitude, since it was his personal opinion when the question was placed before him that this was the attitude which the Commission should take as regards the designation of State highways by the Legislature.

Condemnations-General;
Right of Way -General.

The Secretary informed the Commission that Mr. F. W. DeVoe, Assistant Attorney General, desired to present a report to the Commission. On motion, duly seconded, a hearing was granted. Mr. DeVoe appeared and advised from a written report that he has in his office 54 cases on condemnation for settlement. Of these 54 cases four have been settled out of court. In seven cases he recommends that the new propositions as made by the land owners be accepted. There are now pending three appeals to the circuit court, and there have been hearings held or hearings arranged to be held during the coming month in 25 cases, leaving a balance of 15 cases on which there is a report of progress. Of these 15 cases 4 are ready to be tried on the part of the State and will be set down for hearing as soon as convenient for the land owners. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the written report of Mr. DeVoe be received and placed on file.

Inmate Labor;
Route 4, Section 26.

The Secretary presented a contract to be entered into between the State Highway Commission and the Department of Institutions & Agencies for the construction of Route 4 between Toms River and Cedar Creek. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the contract for the construction of Route 4, between Toms River and Cedar Creek, be and the same is hereby awarded to the Department of Institutions and Agencies in accordance with an estimated cost prepared by the State Highway Department in the amount of $349,238.65, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Amboy Bridge-Old;
Long Beach Bridge.

State Highway Engineer Sloan presented to the Commission a recommendation from the Superintendent of Maintenance for an emergency purchase of lumber at an estimated cost of $9,600.00 for the maintenance of the old Amboy Bridge and the Long Beach Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of this lumber without formal advertising, subject to quotations being received from at least six responsible lumber dealers.

The schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route 8, Mountain View Grade Cross'g.

There was presented a certification from the State Highway Engineer to the effect that the work on Route 8 at the Mountain View Grade Crossing Elimination is unnecessarily delayed, and the contractor refuses to carry on the work so as to attain the required rate of progress. He, therefore, recommended that the State Highway Commission notify the bondsmen of the United Building & Construction Company, Incorporated, and demand that the bondsmen proceed with the contract. On motion by

Mr. Stewart, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was approved.

Snow Removal-
Route 9, Somerville.

There was presented a communication from the Borough of Somerville, requesting that the State Highway Commission make a special allotment to the Borough of Somerville to pay for the cleaning of streets and the removal of snow, since the City does not desire that the State snow plows go through and pile up the snow on the sides of the street. The State Highway Engineer recommended that a definite policy be laid down regarding the matter of cleaning of streets in boroughs and municipalities through which State Highways pass. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication from Somerville be acknowledged and that the Secretary advise that it is the policy of the State Highway Commission to put the matter of street cleaning on State Highways through municipalities entirely up to the municipal authorities, and as to the snow removal the Commission will remove snow through the municipalities in the same manner as it does in the outlying sections, but if this removal is not desired the plows will be lifted through the municipality limits and no compensation can be made in lieu thereof by the State.

Advisory Board-Jersey City & Camden

State Highway Engineer Sloan presented to the Commission a communication written by him in answer to a request made by the Editor of the "Engineering News-Record" for the information concerning the means from which the Advisory Board work at Jersey City and Camden will be carried on, in order that he may use such a letter together with the Advisory Board statistics in a coming issue of the "Engineering News-Record." On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ratified and confirmed.

Right of Way-Route 4.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of purchase agreements on Route 4, Section 26, Toms River-Cedar Creek section, as follows:

Parcel	#1,	Cornelia A. Reid,	consideration	$75.00
"	#2,	Jackson & Sarah E. Britton,	"	$15.00

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Right of Way-Route 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase agreement for Parcel #2 on Route 5, Section 11, Delaware-Belvidere Section, from David C. Hay, for the consideration of $75.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the following purchase agreements on Route 5, Section 13, Budd Lake-Netcong:-

Parcel	#28,	Forest M. Hubbard,	consideration	$50.00
"	#29,	Gussie A. Astwick,	"	50.00
"	#30,	Harold R. Kyle,	"	50.00

Right of Way-Route 14.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the following purchase agreements for property on Route 14, Section 10, Seaville-Petersburg;-

Parcel	#10,	Louis Priest, et ux	consideration	$68.00
"	#18,	John Angely,	"	175.00
"	#19,	Hiram Sack,	"	2.55
"	#22,	James Smith,	"	33.45
"	#23,	Hannah VanGilder,	"	30.05

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #50 on Route 14, Section 11, Petersburg-Tuckahoe section, from Mrs. Lillian F. McKanna, for the consideration of $30.00.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #10 on Route 14, Section 11, Petersburg-Tuckahoe, from Ross & Whelan, Incorporated, for the consideration of $400.00.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of property from the Loveland Estate on Route 4, Section 7-A, at New Gretna, for the consideration of $831.00, said amount representing the cost of the property and a new fence constructed by the owner.

Township Aid-Ocean County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the following Township Aid allotments in Ocean County:

December 16, 1924.

Brick Township,	Herbertsville-Greenville Road,	$ 4,000.00
Lakewood "	Prospect Street,	3,672.00
" "	Ridge Avenue,	2,711.25
" "	Pine Street,	600.00
" "	Park Avenue & Front Street,	454.29

Township Aid-Monmouth County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time to the completion of the work, granted by the Township Committee on the Middletown-New Monmouth Road, Monmouth County, Township Aid work.

Employments.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the following changes and additions in the employments as made by the State Highway Engineer since the last meeting of the Commission:

Employed

12-1-24	W. H. Pfluger,	Engr. Drft.	$ 125.00 per mo.
12-16-24	J. H. Hulse,	" "	125.00 " "

Discontinued Employments

11-15-24	C. M. Ferguson,	Rodman,	Resigned
11-30-24	R. H. Heacock,	Resident Engineer,	Discharged
12-1-24	John Toolan,	Bridge Tender,	Leave of Absence.

Resignation-J.L.Vogel

State Highway Engineer Sloan advised the Commission that he had received a resignation from Mr. John L. Vogel, Bridge Engineer, which had been accepted to become effective on January 15, 1925. On motion by Mr. Kidde, seconded by Mr. Jelin, this resignation was received by the Commission and accepted as of January 15, 1925, with regret.

Appointment-Morris Goodkind

State Highway Engineer Sloan recommended to the Commission that Mr. Morris Goodkind, General Supervisor of Bridges & Structures in the Maintenance Division, be appointed as Assistant Bridge Engineer, to take charge of the Bridge Division work, effective January 1, 1925, at a salary not to exceed $400.00 per month. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the appointment of Mr. Morris Goodkind as Assistant Bridge Engineer subject to Civil Service regulations, effective January 1, 1925.

Route 9, Section 11.

Commissioner Stewart reported having inspected Route 9, Section 11, Lincoln Avenue, Plainfield section, and moved that the same be accepted on the part of the State. This was seconded by Mr. Jelin and adopted.

Route 6, Section 13.

Chairman Scott informed the Commission that he had inspected the completed work on Route 6, Section 13, Bridgeton-Marlboro section, and he was prepared to recommend acceptance of the same by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of Route 6, Section 13, and authorized final payment to be made after approval by the State Highway Engineer.

Route 4, Sections 23 and 24.

State Highway Engineer Sloan reported the completion of Route 4, Sections 23 and 24, Lakewood-Toms River, by the Department of Institutions & Agencies, and he recommended that the same be accepted on the part of the State. In this connection he advised that the Department of Institutions & Agencies, in completing this work, have refunded to the State Highway Department the loss incurred by them in the construction of Route 2 between White Horse and Bordentown. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 4, Sections 23 and 24, from the Department of Institutions & Agencies, and directed that final payment for this work be made, subject to approval of final papers by the State Highway Engineer.

On motion by Mr. Stewart, seconded by Mr. Jelin, the meeting was recessed for luncheon at 1:30 P M. The meeting was again resumed at 2:30 P.M. with the same members present as at the morning session.

Right of Way-Route 13.

The Secretary next brought to the attention of the Commission the decision laid over at the morning session in the matter of the claim of Dr. Stover on his property on Route 13, Section 5, between Trenton and Lawrenceville, and on motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Engineer was directed to make investigation of the property of Dr. Stover and to place such sod as may be necessary in order to properly terrace the land along the highway, at a cost estimated to be $50.00.

December 16, 1924.

Route 1 Extension-Jersey City

The Commission then went into conference on the matter of Route 1 Extension through Jersey City, and this conference lasted until 7:00 P.M. The Commission then recessed for dinner and returned at 8:00 P.M. to resume the regular meeting.

Route 4, Morgan-Keyport Cut-off

The State Highway Commission next took under serious consideration the question of the Morgan-Keyport Cut-off, and the State Highway Engineer presented the various plans worked out by the Engineering Division, giving four alternate routes. The advantages of each route were carefully gone into, and finally, upon motion of Mr. Stewart, seconded by Mr. Kidde, the following resolution was adopted:

> That the State Highway Engineer be directed to complete the plans for the widening of Route No. 4 to a maximum of forty (40) feet, and that the present line of Route No. 4 be followed from the city limits of South Amboy to Cliffwood, and by cut-off from Cliffwood through Mechanicsville to South Keyport, to a connection with Route No. 4 at that point, this to be done in order that the work may be started as soon as possible.

In reaching this conclusion the Commission had in mind that there would be a considerable saving in the first expenditures and that there would be a very large saving in the length of the mileage from point to point, and further that the work could be done immediately. In addition, from conservative estimates made by the Engineers of the Department, the State Highway Commission learns that the operation of cars over the route as selected will yield a saving on the basis of the anticipated traffic of nearly $2,000,000.00 a year in keeping to the shorter route rather than going by way of Cheesequake.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission authorized that negotiations be entered into at once for the acquisition of the necessary right of way for the widening of Route 4.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Engineer was authorized and directed to make report on the working out of a solution for the relief of traffic in South Amboy.

Route 4, Barnegat-West Creek.

The State Highway Engineer presented to the Commission for its consideration the matter of the construction of Route 4, between Barnegat and West Creek, a distance of approximately seven miles, and he recommended that the road be changed from the present alignment of Route 4 for two considerations; first, that it will lie on the easterly side of the railroad, thus eliminating two grade crossings, and also due to the fact that it is proposed to complete all of Route 4 in one construction season and much better progress could be made upon a new section which would not be interferred with by traffic, using the existing road as a detour. Commissioner Jelin stated that he felt that it would be unfair to the residents along such a large strip of roadway to remove the main highway from them, since the county would not in the future maintain such a long strip of highway. He suggested that before any definite action was taken, the local residents be given an opportunity to be hear. He also stated that he understood that there was a movement under foot to abandon the present highway grade crossing on account of the fact that the line is not on a paying basis. Commissioner Kidde moved that the matter be held up until the next meeting and that the State Highway Engineer make a report as to what connection could be made between the present road and the new location in order to give the people living on the present road an outlet. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 10:30 P.M. to meet in regular session on the following day, Wednesday, December 17, 1924, at the City Hall, Jersey City, to complete arrangements for Route 1, Extension in Jersey City, and any other matters which the Secretary may have to present at that time.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 17, 1924.

A regular meeting of the State Highway Commission was held at the City Hall, Jersey City, on Wednesday, December 17, 1924. The meeting was called to order by Chairman Scott at 2:00 P.M.

Present: General H. L. Scott, Chairman, Messrs. Walter Kidde, Perty H. Stewart and Abraham Jelin.

Route 1, Extension, Jersey City.

Chairman Scott advised that the Commission would immediately go into conference with the city authorities of Jersey City, with State Highway Engineer Sloan and Assistant Construction Engineer Lavis.

This conference lasted from two until five o'clock, after which time the meeting was resumed. Commissioner Stewart requested that the Commission minutes should record that the Commission had met in conference with the City Commissioners of Jersey City in reference to the construction of Route No. 1 Extension through Jersey City, at which time the State Highway Commission presented the following statement:

"The State Highway Commission, immediately upon their induction into office, were impressed with the necessity of making proper and adequate provision for the traffic which will come through the vehicular tunnel upon its completion in October 1926, the existing ferry traffic, the local traffic, and their probable increase at that time. With this object in view, an Advisory Board was appointed consisting of the most competent engineers obtainable. These gentlemen made a report which was submitted to the State Highway Commission for their consideration.

"Before approving any plan, other possible solutions of this problem were considered, and the State Highway Commission wishes to acknowledge the valuable assistance given to them by the Commissioners and Engineers of Jersey City. These plans were all given careful consideration; plans, surveys and estimates of cost were made; considerations of safety to the public and ability to carry heavy traffic were carefully weighed.

"After mature consideration, the State Highway Commission, balancing the advantages and disadvantages of the various routes, have come to the unanimous conclusion that the following plan best meets the conditions:

A viaduct from the tunnel plaza, beginning at New Jersey Avenue and approximately on the line of Thirteenth Street, rising to the Palisades and passing under Hoboken Avenue and under Palisade Avenue, at a point North of and adjacent to the right of way of the Erie Railroad Company (the grade at that point being approximately 20 feet below the surface); thence by a depressed roadway following the line of the present Erie Railroad right of way, and immediately adjacent thereto, to a point just East of the Boulevard, at which point the line crosses the right of way of the Erie Railroad and passes under the Hudson County Boulevard and from this point bears westerly.

From Palisade Avenue to a point on the line of Newark Avenue projected, the roadway occupies a part of the street known as Hoboken Avenue and certain properties fronting thereon. Between these two points it is proposed to provide a surface road, forty feet (40') wide, which will restore to the abutting property owners street facilities. This street will lie immediately over the depressed highway, thus preserving a continuous routing of Hoboken Avenue as at present into Newark Avenue.

"The State Highway Commission feel that that in going through a municipality all the interests of the municipality, as well as of the State, should be considered.

"Whatever the feeling of the State Highway Commission might be as to the placing of a cover on that portion of this depressed highway, between Hoboken Avenue and the Boulevard, there are certain objections both from a financial and an engineering standpoint which would preclude their adopting this form of construction at the present time. These objections are substantially as follows:

> This particular portion of highway lies immediately alongside of and is contiguous to the present Erie right of way. The Erie Railroad is operating at present a tunnel on the North side of the open cut, which lies between their open cut and the proposed line of the highway. The State Highway Commission are officially informed that it will be necessary for the railroad, in order to properly take care of its traffic, to add to its facilities, which it is proposed to accomplish by removing the rock overlying the existing tunnel. If the highway cut, lying adjacent, were at this time covered, it would be necessary, in order to obtain satisfactory ventilation, to remove the rock from one side of the cut. This work would involve the expenditure of a half million dollars or more, which the Erie Railroad Company will eventually do at its own expense. Further, should the cover be placed on the subway at this time, there would be grave danger of serious damage to the structure by the blasting made necessary to remove the overlying material when the railroad company carries out its projected improvement. It should be distinctly understood that the depressed roadway, in accordance with the plans as proposed, lends itself to the placing of a cover thereon at any time that future conditions demand it.

"In carrying out the mandate of the people of this State, as laid down in existing legislation, the State Highway Commission believes that they have arrived at a solution which in no way reduces the existing street facilities of Jersey City and their capacity for handling local traffic. When put in operation it will minimize the cost of traffic regulation and police supervision.

"In the extension beyond Tonnelle Avenue it is anticipated that the same care will be exercised to preserve existing facilities, but should it be necessary to change existing conditions, the Commission will ask for the cooperation of the authorities of Jersey City in working out the problems to mutual satisfaction."

Mr. Stewart further advised that the plan as set forth in the statement is satisfactory to the State Highway Commission and to the City authorities of Jersey City, with the further modification that a cover is to be placed over the entire width of the depressed roadway between Oakland Avenue and Palisade Avenue, excepting such openings as may be required for purposes of ventilation. Mr. Stewart therefore moved the adoption of the following resolution formally designating as a State highway the line for Route 1 through Jersey City, from the Tunnel Plaza to the Hudson County Boulevard:

December 17, 1924.

WHEREAS, the State Highway Commission has heretofore held public hearing in accordance with the requirements of the law for the taking over of State Highway Route No. 1 Extension in Jersey City, now therefore,

BE IT RESOLVED that the State Highway Commission of the State of New Jersey does hereby designate the following route for State Highway Route 1 Extension through Jersey City, from the Plaza of the Hudson River Vehicular Tunnel to the Hudson County Boulevard:

A viaduct from the tunnel plaza beginning at New Jersey Avenue and approximately on the line of the South side of Thirteenth Street, rising to the Palisades and passing under Hoboken Avenue and under Palisade Avenue, at a point approximately on the North line of Hoboken Avenue (the grade at that point being approximately twenty feet (20') below the surface); thence by a depressed roadway following the line of the present Erie right of way, and immediately adjacent thereto, to a point East of the Boulevard, at which point the line crosses the right of way of the Erie Railroad and passes under the Hudson County Boulevard.

BE IT FURTHER RESOLVED that any part or section of State Highway Route 1 Extension through Jersey City heretofore taken over in Jersey City be and the same is hereby abandoned as a part of the said State Highway Route 1 Extension, and

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Mayor and City Commissioners of Jersey City.

This was seconded by Mr. Kidde and adopted.

Right of Way - Route 1 Extension
Jersey City

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Engineer was instructed to proceed with the obtaining of such property as may be necessary for right of way, either by agreement or condemnation, and to take such other proceedings as may be necessary to carry this into effect.

Route 1 Extension, Jersey City

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the State Highway Engineer prepare plans and specifications for the construction of Route 1 Extension, from the Tunnel Plaza to the Hudson County Boulevard in accordance with the following conditions, for the purpose of advertising this work at the earliest possible moment:

Between Palisade Avenue and Oakland Avenue provide a surface road covering the depressed roadway, except insofar as openings may be necessary in order to provide the required ventilation and other necessary purposes, which will restore to the abutting property owners street facilities. Between Oakland Avenua and the Hudson County Boulevard the depressed roadway is to remain open except at the intersection of streets, which will be carried over by bridges.

December 17, 1924.

Commissioner Stewart moved that the Commission express its appreciation and thanks to the Mayor and members of the City Commission of Jersey City for the courtesies extended to the Commission by them and their engineers in the discussion and solution of these problems. This was seconded by Mr. Kidde and adopted.

Commissioner Kidde suggested that the matter of further studies for the ramps be referred to the State Highway Engineer to be reported on at the earliest possible moment.

Hackensack River Bridge, Route 1

State Highway Engineer Sloan presented to the Commission a proposal from the Strauss Bascule Bridge Company of Chicago, in which they offer to perform the engineering on the proposed Hackensack River drawspan on Route 1, Lincoln Highway Section, for the construction of a double-leaf bascule span, at a cost of $16,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an agreement to be entered into with the Strauss Bascule Bridge Company of Chicago, for the furnishing of plans and specifications and engineering details for the construction of a double-leaf bascule drawspan on the Hackensack River Bridge on Route 1 Extension.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 6 P.M. to meet in regular session on Tuesday, December 23, 1924 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 23, 1924.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, December 23rd. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 9, Plainfield.

The Secretary informed the Commission that Mr. A. W. Vars, City Engineer of Plainfield, New Jersey, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Vars appeared and stated that the City of Plainfield was prepared, during the next year, to complete the improvement of Route 9 in the City of Plainfield. He advised the Commission that there remains about 1½ miles to be finished along South Avenue from Richmond Street to Terril Road where it will connect with the recently completed Plainfield-Westfield section. He advised that it was the purpose of the City to place a six inch concrete base with a three inch bituminous top over this section, and it was estimated that it would cost, inclusive of storm drains, curbs and gutters, $184,000.00. He advised the Commission that heretofore it had been the policy of the State Highway Commission to enter into an agreement with the City of Plainfield, whereby the State would share in the cost of a 20 foot strip through the center of the roadway, and when this matter was broached a year ago a tentative statement was made that when this improvement was taken up the State would contribute $75,000.00. Commissioner Kidde questioned the State's sharing a local improvement such as storm drains and sidewalks, and Mr. Vars advised that the curbs, gutters and storm drains would be assessed against the property owners, together with such pavement as would not be paid for by the State and the State could only agree to pay for actual pavement. The Commission then conferred on this matter, after which Mr. Stewart moved that the State Highway Commission enter into an agreement with the City of Plainfield for the completion of the construction of Route 9, within the City limits of Plainfield, and that in view of the fact that the cost of construction has decreased since the time when the original offer of $75,000.00 was made, the State Highway Commission set aside for this work the sum of $67,500.00

as the State's share in the improvement, this agreement to be subject to further study by the State Highway Engineer, the plans and specifications to be approved by the Commission when completed. This was seconded by Mr. Kidde and adopted.

Route 1 Extension, Jersey City.

The Secretary informed the Commission that Mr. Phillip Guise, Engineer to the City Commissioners of Jersey City, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Guise appeared and stated that he had been authorized by the City Commission of Jersey City to request the State Highway Commission to consider the placing of a ramp from the proposed Viaduct in Jersey City to Palisade Avenue, in order that the traffic might reach the grade of Palisade Avenue direct from the Viaduct. He urged this for the reason that the City of Jersey City was willing to grant to the State, free of cost, any right of way needed on Hoboken Avenue on account of the construction of such a ramp, and further he suggested that in the event the subway was for any readon closed to traffic, there would be an opportunity for all the traffic to use the surface road in Jersey City and thereby suffer no interruption.

State Highway Engineer Sloan informed the Commission that Mr. Fred Lavis, Assistant Engineer on the Jersey City work, had brought to his attention a suggestion for a ramp leading to Palisade Avenue and the matter was now being given special study. Chairman Scott informed Mr. Guise that this matter would be given serious consideration by the State Highway Commission. Mr. Guise further informed the Commission that the City authorities of Jersey City would cooperate to the fullest extent with the Commission and to this purpose have already taken up the matter of raising the grade of Jersey Avenue in order that the grade of the Viaduct may thereby be reduced.

Route 4, Shark River Bridge.

The Secretary reported that request had been made on behalf of the shore municipalities from Asbury Park to Sea Girt inclusive, together with the Board of Freeholders of Monmouth County, for an opportunity to appear before the Commission on December 30th or January 6th, with further reference to the Shark River Bridge location. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that they be advised that either date will be satisfactory to the Commission.

Route 18 North-General.

The Secretary presented a communication from Mr. A. W. Brandt, Commissioner of Highways of the State of New York, advising that he cannot give definite information at this time as to whether the New York State Route 3, which connects with State Highway Route 18, will be completed to the State line during the coming season, and he advised that he had assured people that he would do everything possible to build this during 1925, if the money which is expected to be appropriated this winter is sufficient to cover that road as well as other roads which are on their program. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Mr. Brandt be advised that the information contained in his letter is very interesting and that the State Highway Commission is trying to cooperate by completing the improvement of Route 18 to the New York State Line, but it would like to be assured that if New York State Route 3 cannot be completed during the year 1925, that it will be completed at the end of two years.

Right of Way, Route 18-North

The Secretary presented a communication received by the State Highway Engineer from Major Welsh, General Manager of the Palisades Inter-State Park Commission, advising that he had arranged to go over the Phelps Estate property with several of the Trustees in order to explain the proposed routing of Route 18 through the property. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that Major Welsh be advised that the State Highway Commission has understood that the necessary right of way through the Phelps Estate would be provided by Major Welsh in such a nature as to create a park on the promentory overlooking the Hudson in order that cars may be parked there, as well as forming a roadway, the that he be requested to nitify Commissioner Kidde at the time of his inspection with the Trustees of the Phelps Estate property in order that Commissioner Kidde may go along on the inspection if at all possible.

December 23, 1924.

Route 4, Toms River-New Gretna

The Secretary presented a communication from W. J. Buzby, Chairman of the Road Committee of the Atlantic City Chamber of Commerce, expressing the appreciation of the Civic bodies of Atlantic County for the decision made by the State Highway Commission to complete the balance of Route 4 between Toms River and New Gretna during the coming construction season. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered acknowledged with thanks.

Request for Aid-Middlesex and Somerset Counties.

The Secretary presented a communication from Mr. Robert W. Johnson of New Brunswick, requesting the Commission to assist in the promoting of a better road on the North side of the Raritan River, and at the same time considering the water supply and sewage system for New Brunswick and the Raritan Valley. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the communication be acknowledged with the advice that the matter will be given very careful consideration by the Commission. In connection with this, Commissioner Jelin stated that it is very essential that the Commission look over the various roads on both sides of the Raritan River, looking toward the completion of the River Road in Middlesex County of the Easton Turnpike in Somerset County, and he moved that an inspection be made of the road on both sides of the Raritan River between New Brunswick and Bound Brook as soon as practicable. This was seconded by Mr. Kidde and adopted.

Flemington-Ringoes Road, Hunterdon County.

The Secretary presented a resolution from the Board of Freeholders of Hunterdon County, making application for the State Highway Commission to construct the highway from Flemington to Ringoes, a distance of 5½ miles, and advised that the County will pay $32,220.00 toward the improvement. The Secretary advised that this section of road is on the legislated State highway running from Trenton to Buttzville. State Highway Engineer Sloan advised that this section was discussed by the Commission at the time the State Highway program was laid out and he recommended that the savings on the past year's maintenance account to the extent of $300,000.00 be allotted for this improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in view of the request as received from Hunterdon County for the improvement of the Flemington-Ringoes Road, there be set aside the sum of $300,000.00 for this improvement from the maintenance funds as saved during the year 1924, and that the State Highway Engineer be instructed to prepare an agreement with the County of Hunterdon whereby the State Highway Department will provide the entire engineering and supervising on the work, and at the completion of the road same will be turned back to the County of Hunterdon, and in consideration of this agreement the County will contribute the sum of $32,220.00 to the improvement.

Request for Aid-Union County

The Secretary presented a resolution from the Union County Board of Freeholders, requesting aid to the extent of $25,000.00 on the paving of Morris Avenue, River Road and the Chatham Road in the City of Summit. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered referred to the State Highway Engineer for inspection and report.

River Road.

Motor Vehicle Aid-Mercer County

The Secretary presented a resolution from the Board of Freeholders of Mercer County, requesting the State to share equally in the cost of resurfacing the River Road from Washington Crossing northerly for a distance of two miles, the total estimated cost being $75,240.00. State Highway Engineer Sloan recommended that the County of Mercer be advised that if they consider that this work is the most pressing problem on which the State could grant aid for the year to the county, the Commission will extend aid in the amount of $25,000.00 toward this project. Commissioner Kidde questioned the advisability of apportioning State Aid to any one county without considering the needs of all the counties in this respect, and suggested that a compilation be made of all requests received to date for this work in order that the Commission may determine whether there was sufficient funds in hand to meet all the needs. Commissioner Stewart stated that he believed that where the County showed sufficient accumen in presenting their problems to the Commission at a very early stage, in order that the work might be done in the early Spring, they should be shown consideration by the Commission ahead of those counties which may not have their work lined up at this time. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved.

Request for Aid-Somerset County.

The Secretary presented a resolution from the Board of Freeholders of Somerset County, requesting the State Highway Commission to allot the sum of $150,000.00 for the improvement of the Easton Turnpike between Bound Brook and New Brunswick. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and referred to the State Highway Engineer for report.

Roseld Avenue, Deal, M. V. Aid

The Secretary presented a communication from Mr. J. W. Seaman, Engineer for the Borough of Deal, requesting approval of plans and specifications for Roseld Avenue in the Borough of Deal. Mr. Jelin advised that in company with the State Highway Engineer he had attended a conference between the authorities of the Borough of Deal, the Township of Ocean and County of Monmouth, in order that this improvement might be undertaken and shared in by all parties. The State Highway Engineer recommended to the Commission that these plans and specifications be approved and that the State share one-third of the cost, not to exceed $11,000.00, funds to be provided from the Emergency Account of 1924, stating there had already been set up $10,000.00 for this improvement. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation was approved.

Sidewalks-Route 13 Lawrence Twp.

The Secretary presented a communication from Harvey T. Satterthwaite, Counsel to Lawrence Township, Mercer County, requesting information as to the jurisdiction of the Township over portions of State Highway Route 13 passing through Lawrence Township, especially with reference to the control of sidewalks. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary advise that the State Highway Commission has the control over its entire right of way and it has been the purpose in the past to grant permission for the placing of sidewalks on such parts of right of way as may not be needed at the present time for highway purposes, and further that they be advised that the granting of franchise rights passes to the State Highway Commission on or along any highway at the time the said road was taken over as a State highway by the Commission.

Request for Permit-Signs

The Secretary presented a communication from the Oaklyn National Bank advising that they desired permission to continue a canvass sign over White Horse Pike at Oaklyn, New Jersey. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that instructions be given to have this sign down since no such signs are permitted on State highways.

Conventions-A. R. B. A.

The Secretary again presented the subject of sending representatives of the State Highway Department to the Conference of the American Road Builder's Association at Chicago, on January 5th to 9th. State Highway Engineer Sloan advised that he did not believe it necessary to send a large delegation to Chicago, but he had in mind the sending of the Division Engineers to represent the Department. Commissioner Jelin inquired regarding the proposed convention to be held in the East and he was advised that this matter had not yet come to the point of decision. Commissioner Stewart stated that he believed it very desirable that the members of the State Highway Department be given every opportunity to keep abreast of the latest developments in the highway materials, equipment and design, and he stated that he believed that it would be advantageous for the State Highway Engineer to attend and he moved that authority be given for the State Highway Engineer to attend the A.R.B.A. convention at Chicago, and take such of the organization with him as he may deem proper. This was seconded by Mr. Kidde and adopted.

Motor Vehicle Aid-Middlesex Co.

Commissioner Jelin requested that consideration be given to the granting of a special allotment to Middlesex County in such amount as would make their Motor Vehicle allotment for 1925 at least of the same amount as in 1924. He stated that this was asked in view of the fact that the County of Middlesex had been induced to appropriate a larger sum of money for its road maintenance than heretofore, on the statement of the Department that their Motor Vehicle money would not be reduced. Commissioner Stewart moved that in view of the fact that encouragement has been given Middlesex County to extend its road program in 1925 greater than in 1924, the State Highway Commission grant them an additional allotment of $2,000.00 from the 1925 Motor Vehicle Funds. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:30 P.M. to meet in regular session again at 2:30 P.M. The Commission reconvened again at 2:30 P.M. as agreed with the same members present as at the morning session.

Route 1 Extension, Jersey City.

Commissioner Kidde reported that in company with State Highway Engineer Sloan he had attended the meeting of the Ironbound Manufacturers Association in order to hear what their ideas were concerning the proposed Route 1 Extension through Jersey City. He stated that they had suggested that the proposed State highway be not constructed too close to the right of way of the Lehigh Valley Railroad but that sufficient room be left in order that factory sites may be located on both sides thereof, which would add greatly to the taxable valuations of the City of Newark. He advised that they were informed that the Commission would give serious consideration to their statements. The Commission next conferred on the matter of the work to be accomplished on Route 1 Extension between Elizabeth and Jersey City prior to the opening of the Vehicular Tunnel. No formal action was taken at this time.

Right of Way-General.

The Secretary informed the Commission that Mr. F. W. DeVoe, special counsel, was present to take up several right of way matters. On motion, duly seconded, a hearing was granted. Mr. DeVoe advised that a number of condemnation hearings had been held since last week and he had arranged for settlement in several cases which he believed would be advantageous to the State.

Right of Way-Route 14.

Mr. DeVoe recommended that in the Rinaldo Groom condemnation on Route 14, Section 11, the sum of $700.00 be paid and that condemnation proceedings be withdrawn. On motion by Mr. Stewart, seconded by Mr. Jelin, the recommendation was approved.

December 23, 1924.

Right of Way-Route 7.

In the case of Edwin Shafto condemnation on Route 7, Section 2, Mr. DeVoe recommended that the sum of $50.00 be paid and that condemnation proceedings be withdrawn. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation was approved.

Right of Way-Route 4.

In the case of Theodore J. R. Brown, condemnation on Route 4 at the Manasquan River Bridge, Mr. DeVoe advised that in view of the fact that this involves a great many elements of damage, together with loss of riparian rights, he would recommend that the services of Mr. P. A. Gaddis of Jersey City, be secured. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the employment of Mr. Gaddis to assist in the condemnation proceedings of Theodore J. R. Brown on Route 4 at the Manasquan River Bridge.

In the case of the Isaac Worth Estate condemnation, Mr. DeVoe advised that the heirs are now willing to accept $168.00 for the value of the land, providing the State will move the old homestead at a cost estimated to be $1,132.00. He advised that the original offer from the State was $1,300.00 providing the house would be moved by the owners, but in view of the fact that the heirs are not in a position to contract for the removal of the building he would recommend that negotiations be entered into whereby this property will be acquired by the State at the price recommended and a suitable contract can be entered into, approved by the Attorney General, whereby the State will move the building and it will not be liable for more than ordinary care in the removal of the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the recommendation of Mr. DeVoe be approved and that an extra allowance of $200.00 be granted in order that he may contract if necessary for the removal of the building by either the State or the property owners.

Right of Way-Route 14

In the case of Mr. F. J. Wilson, condemnation, Mr. DeVoe advised that Senator Bright of Cape May County was interested in these cases for the property owners. He advised that while the original offer of the State was $35.00 on this as well as the Laura Lewis condemnation on the same location on Route 14, Section 7, the property owners requested $300.00 each for the reason that the new road will come very close to the house line. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that three appraisers be secured to make appraisals on these properties before any action is taken.

In the case of Martha L. Downam on Route 14, Section 9, Mr. DeVoe advised that the State had heretofore offered $800.00 and the land owner had requested $1500.00, and he would recommend that the sum of $1300.00 be paid, the same to include the removal of two barns. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved this recommendation.

Right of Way-Route 4.

In the case of Fred M. Davison condemnation on Route 4, Section 19, Mr. DeVoe advised that appraisals in this case were in the sum of $500.00 and he, therefore, felt that the State should pay $600.00 asked, which he would recommend. On motion by Mr. Jelin, seconded by Mr. Kidde, this recommendation was ordered approved.

In the case of Annie Cramer condemnation on Route 4 at M. P. 13.9 the Commission directed that one appraiser be secured on this property before a definite action was taken.

Right of Way-Route 5.

Mr. DeVoe reported that Condemnation Commissioners in the case of Silas H. Chamberlain on Route 5, Section 13, had awarded the sum of $3,000.00 against the owners request for $11,000.00, and he recommended that this award be paid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation and ordered $3,000.00 paid to Silas H. Chamberlain.

Right of Way-Route 7.

Mr. DeVoe reported that the Condemnation Commissioners appointed in the case of Irene A. Amyot condemnation on Route 7, Section 2, had awarded the sum of $100.00. The owners in this case had refused to place any price on the property. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commissioners directed that the sum of $100.00 be paid in accordance with the condemnation award to Irene A. Amyot.

December 23, 1924.

Right of Way-Route 7.

In the case of Edwin Shafto condemnation on Route 7, Section 2, Mr. DeVoe recommended that the sum of $50.00 be paid and that condemnation proceedings be withdrawn. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation was approved.

Right of Way-Route 4.

In the case of Theodore J. R. Brown, condemnation on Route 4 at the Manasquan River Bridge, Mr. DeVoe advised that in view of the fact that this involves a great many elements of damage, together with loss of riparian rights, he would recommend that the services of Mr. P. A. Gaddis of Jersey City, be secured. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the employment of Mr. Gaddis to assist in the condemnation proceedings of Theodore J. R. Brown on Route 4 at the Manasquan River Bridge.

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Right of Way-Route 14

In the case of Mr. F. J. Wilson, condemnation, Mr. DeVoe advised that Senator Bright of Cape May County was interested in these cases for the property owners. He advised that while the original offer of the State was $35.00 on this, as well as the Laura Lewis condemnation on the same location on Route 14, Section 7, the property owners requested $300.00 each for the reason that the new road will come very close to the house line. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that three appraisers be secured to make appraisals on these properties before any action is taken.

In the case of Martha L. Downam on Route 14, Section 9, Mr. DeVoe advised that the State had heretofore offered $800.00 and the land owner had requested $1500.00, and he would recommend that the sum of $1300.00 be paid, the same to include the removal of two barns. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved this recommendation.

Right of Way-Route 4.

In the case of Fred M. Davison condemnation on Route 4, Section 19, Mr. DeVoe advised that appraisals in this case were in the sum of $500.00 and he, therefore, felt that the State should pay $600.00 asked, which he would recommend. On motion by Mr. Jelin, seconded by Mr. Kidde, this recommendation was ordered approved.

In the case of Annie Cramer condemnation on Route 4 at M. P. 13.9 the Commission directed that one appraiser be secured on this property before a definite action was taken.

Right of Way-Route 5.

Mr. DeVoe reported that Condemnation Commissioners in the case of Silas H. Chamberlain on Route 5, Section 13, had awarded the sum of $3,000.00 against the owners request for $11,000.00, and he recommended that this award be paid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation and ordered $3,000.00 paid to Silas H. Chamberlain.

Right of Way-Route 7.

Mr. DeVoe reported that the Condemnation Commissioners appointed in the case of Irene A. Amyot condemnation on Route 7, Section 2, had awarded the sum of $100.00. The owners in this case had refused to place any price on the property. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commissioners directed that the sum of $100.00 be paid in accordance with the condemnation award to Irene A. Amyot.

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Mr. DeVoe reported that the Condemnation Commissioners appointed on the Frank R. Cogovan condemnation on Route 7, Section 2, had awarded the sum of $780.00 and he recommended that the same be approved, the owner having made no request upon the State. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the sum of $780.00 be paid in accord with the condemnation award to Mr. Frank R. Cogovan.

Mr. DeVoe reported that in the case of the Condemnation Commissioners appointed on the Arthur Laniel condemnation on Route 7, Section 2, the Commissioners awarded the sum of $10.00 for the property. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that $10.00 be paid in accordance with the Commissioners' award.

Mr. DeVoe reported that the Condemnation Commissioners appointed in the case of John B. Brinson on Route 7, Section 2, had awarded the sum of $50.00 and he recommended that this sum be paid. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the payment of $50.00 to Mr. John B. Brinson in accordance with the condemnation award.

Mr. DeVoe reported that the Condemnation Commissioners had awarded $200.00 to Charles Laframboise on Route 7, Section 2, and he recommended that this sum be paid. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the sum of $200.00 in accordance with the condemnation award.

Mr. DeVoe reported that the Condemnation Commissioners appointed in the case of Philip Kent on Route 7, Section 2, had made an award of $125.00 and he recommended that the same be paid. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the payment of $125.00 in accordance with the condemnation award.

Right of Way-Route 4.

Mr. DeVoe reported that in the proposed condemnation for property of R. E. L. Morgan at Morgan, he had discovered that appraisals for the property on which the State had offered $900.00 were $1900.00, and in view of the fact that the owners will settle for the $1900.00 he recommended that the sum be paid. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the sum of $1900.00

for the property to be acquired from R. E. L. Morgan on Route 4 at Morgan and that condemnation proceedings be dropped.

Right of Way-Route 5.

Mr. DeVoe reported that in the condemnation of property of Eric T. Dalberg on Route 5 at Netcong, the State's appraisals were $1200.00; yet when the condemnation commissioners made their report they reported with an award of $1000.00 and he recommended that this $1000.00 be paid. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that payment of $1000.00 be made in accordance with the condemnation award to Eric Dalberg.

The schedule of business was next taken up, item by item, as follows, with the recommendations of the State Highway Engineer.

Right of Way-Route 4.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following purchase agreements on Route 4, Section 26, Toms River-Cedar Creek section:

Parcel #5,	Oscar & Emma M. Jaehnig,	consideration	$100.00
" #6,	Mary & Henry South,	"	500.00

Right of Way-Route 11.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #8 on Route 11, Section 9, Kingsland Road, Nutley, from Samuel Urciuoli, for the consideration of $350.00.

Right of Way-Route 5.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized an offer of $100.00 to be made for Parcel #33 on Route 5, Section 12, from George Baylor, and in the event the same is refused that condemnation proceedings be entered into.

Poles-Lighting-State Highways

There was presented a bill from the Public Service Gas and Electric Company in the amount of $502.04, for the moving and relocating of poles in connection with the lighting of Route 10, Section 1A, Arcadian Way-Fort Lee Ferry. The Secretary informed the Commission that when this road was taken over from the County, the State Highway Commission agreed to pay for the lighting of this road under a yearly contract with the Public Service Gas and Electric Company in the amount of $2000.00. Commissioner Jelin questioned the advisability of continuing the lighting on this highway in view of its greater width, and suggested that the municipality through which this highway runs might be willing to take over the lighting upon the completion of the present contract. On motion by Mr. Stewart, seconded by Mr. Jelin, the bill as presented was ordered paid, the local municipality to be informed that it is the purpose of the State Highway Commission to continue this lighting until the expiration of the present contract on March 1st, after which time the same will be discontinued.

Equipment-Automobiles

The Secretary presented to the Commission a recommendation from the Superintendent of Plant and Equipment for the trading in of 14 Buick cars which have been in continuous service for more than two years and have gone more than 50,000 miles each, and advised that the acquisition of new cars will involve an expenditure estimated at $15,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the trading in of 14 Buick cars as recommended and the acquisition of new cars of the Buick type to take their place, at an estimated cost of $15,000.00.

Route 12, Section 5.

State Highway Engineer Sloan reported the completion of Route 12, Section 5, Marlatts Corner-Port Colden, and recommended that the same be finally accepted since it has been open to traffic for three years past. On motion by Mr. Jelin, seconded by Mr. Stewart,the Commission accepted the completed work on Route 12, Section 5, this work having finally been completed by the bonding company.

Route 5, Section 14.

State Highway Engineer Sloan reported the completion of Route 5, Section 14, Morris Avenue, Springfield,and recommended final acceptance by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 5, Section 14, and authorized final payment to be made.

Route 9, Section 15.

State Highway Engineer Sloan reported the completion of Route 9, Section 15, Westfield-Lehigh Valley Railroad Bridge section, and recommended that the same be accepted on the part of the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway

Commission accepted the completed work on Route 9, Section 15, and authorized final payment to be made.

Route 18-North, Section 1.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the project statement for Route 18, Section 1, in the Borough of Alpine.

Township Aid-Cape May County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of award of contract by Upper Township, Cape May County, for Reading or Station Avenue.

Route 8, Section 4A.

Commissioner Kidde reported that he had made an inspection of Route 8, Section 4-A, Charlottesburg-Newfoundland section, and had found that the contractor had completed all his work in a satisfactory condition except for one section, where a sinkhole was encountered and it is necessary that the pavement be kept off until sufficient settlement has taken place. He advised that the contractor is willing to return and do this work, but the State Highway Engineer would recommend that the final payment be made to the contractor and the Maintenance Division complete the 500 foot strip of concrete when the settlement is ready for pavement. He moved, therefore, that the work be accpeted subject to the elimination of approximately a 500 foot strip of concrete, in accordance with the request of the Engineering Division. This was seconded by Mr. Jelin and adopted.

Long Valley-Hunterdon County Line

State Highway Engineer Sloan reported that the work required for the completion of the Long Valley-Hunterdon County Line Road had been attended to, and he recommended that the same be accepted on the part of the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the final acceptance of the Long Valley-Hunterdon County Line Road in Morris County, and authorized the final payment of the State's share after approval of the papers by the State Highway Engineer. Commissioner Kidde suggested that special attention be given after the winter to the joints on this work, which, if necessary at that time, should be attended to under the provision of the maintenance bond to be filled by the contractor.

East Main Street, Boonton

State Highway Engineer Sloan advised that the work on East Main Street, Boonton, Morris County, was completed and ready for final acceptance. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the work on East Main Street, Boonton, be accepted and that final payment of the State's share be authorized.

Route 1 Extension-Jersey City

State Highway Engineer Sloan requested that definite action be taken on the matter of the viaduct at Jersey City, in order that the Engineering Division may proceed to prepare plans and specifications preliminary to advertising. Commissioner Kidde questioned the necessity for a 40 foot ramp as suggested by Mr. Guise, Jersey City Engineer, at the morning meeting. Commissioner Jelin stated that he believed that the Commission could not err by adding to the width of this ramp, due to the fact that if an explosion or a wreck should occur in the subway, it would be feasible to continue to the surface in Jersey City. He requested information as to what width the State Highway Engineer would recommend. State Highway Engineer Sloan advised that if four lines of light traffic were to be provided, the width of the ramp should be made 36 feet. Commissioner Kidde stated that on the Williamsburg Bridge in New York it had been found necessary to widen the approach to the bridge after the same had once been completed, and it would be a saving to the State if a proper width could be secured at this time rather than to have the construction completed and the necessity for a wider ramp appear at a later date. He therefore moved that the Commission approve the alignment for the viaduct and ramp approaching Hoboken Avenue, as shown on a drawing of the State Highway Department, known as Scheme "C", the said ramp to be made a width of 36 feet, providing the City of Jersey City will allow the State Highway Commission to make use of Hoboken Avenue as may be needed, without cost, and further providing that it will not be necessary for the State Highway Commission to purchase for this improvement any additional right of way. This was seconded by Mr. Jelin and adopted.

December 23, 1924.

Right of Way-Amboy Bridge

The Secretary presented a number of bills for appraisers and other legal assistance in the case of the right of way and condemnation of the Donnell property at Perth Amboy. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that all of these bills be approved and paid.

Detours-Route 1.

Commissioner Jelin presented a report received from the Maintenance Division to the effect that repairs to detour used for a short time during the improvement of Lake Street Bridge at Metuchen, would amount to $850.00, and he moved that the detour be repaired at an estimated cost of $850.00. This was seconded by Mr. Kidde and adopted.

Conferences

Commissioner Jelin moved that a luncheon meeting be held by the Commission with the Department heads at the Stacy-Trent Hotel, Trenton, at one o'clock on the next meeting day, and that the Secretary be instructed to make the necessary arrangements for the same. This was seconded by Mr. Kidde and adopted.

Signals

State Highway Engineer Sloan requested authority from the Commission to purchase two flashing signals for the use of the Maintenance Division at a cost not exceeding $350.00 each. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the request of the State Highway Engineer.

The Commission extended Christmas Greetings to the officers and employees of the State Highway Department and on motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned at 7:00 P.M. to meet in regular session on Tuesday, December 30th at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - December 30, 1924.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, Tuesday, December 30, 1924. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of November 25th and he moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 18-North

The Secretary presented a communication from Major W. A. Welsh, with further reference to the right of way for Route 18-North over the Phelps Estate property. Commissioner Kidde stated that it was his purpose to get in personal touch with the members of the Palisade Inter-State Park Commission, in order to ascertain further information regarding the highway through the Phelps Estate property. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file. In this connection, Chairman Scott inquired as to what further information had been ascertained from New York on the completion of the New York State Route 3 to meet with Route 18 at the State Line. State Highway Engineer Sloan advised that he had been in conference with representatives of several states, at which time there was present Mr. Brandt, Commissioner of Highways of New York, and he had been informed that there will be definite information in about two months when appropriations are made by the New York Legislature.

Convention-
A. H. O. N. A. S.

State Highway Engineer Sloan at this time informed the Commission that, together with Mr. Grover, Secretary to the State Highway Commission, he had attended a conference of representatives of Connecticut, New York and New Jersey State Highway Departments, and it was decided to form a North Atlantic States Association for the purpose of conducting a joint convention and conference each year, the same being an outgrowth of the New Jersey State Highway Convention as held heretofore.

He advised that the date for the conference had been set for February 25th, 26th and 27th at Atlantic City, and it was the purpose to invite all the remaining states from Maine to Maryland and the District of Columbia to join this conference. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the report as made by the State Highway Engineer upon the formation of the North Atlantic States Association be looked upon with great favor by the State Highway Commission of New Jersey, and that the Commission do everything it can to encourage the organization and the successful consumation of their plans.

Right of Way-Route 2.

The Secretary presented a report from Honorable F . W. DeVoe, special counsel, advising that the condemnation commissioners in the case of John A. McBride on Route 2, Section 4, had awarded $925.00 for the value of the land taken and the damage to the remainder, not including the damage to the personal property of John A. Church, florist, a tenant, and he recommended that the amount of the award be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the payment of $925.00 to John A. McBride. Mr. DeVoe presented a special report in the case of John A. Church, tenant on the McBride property, in which Mr. Church claimed compensation for the removal of a greenhouse from the right of way of the State Highway Department. He advised that he has asked the condemnation commissioners to make a fair award to Mr. Church and they had set $462.50 up as the amount of the damage. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered referred to the Secretary to investigate as to whether there was any liability attached to the State for the payment of any damages to Mr. Church.

Request for Hearing.

The Secretary presented a communication from the Broad Street Association of Newark, advising that they desired to have a hearing before the State Highway Commission prior to the time a public hearing is held in the City of Newark. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the Secretary inquire of the Broad Street Association as to what matters they desire to take up with the Commission, in order that the same may be property investigated before a hearing is granted.

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Signals.

The Secretary presented a resolution from the Borough of Riverdale, requesting the State Highway Commission to provide proper and adequate police regulation at the intersection of the Newark and Pompton Turnpike and the Paterson-Hamburg Turnpike in order to relieve dangerous traffic conditions existing there, in view of the fact that the Commission has refused to consent to the location of a mushroom or turtle top signal. State Highway Engineer Sloan advised the Commission that all signals which are placed in the center of the highway are considered an obstruction to the traffic, and he would recommend that if the Borough of Riverdale desires to have a signal that the same be suspended at least 14 feet above the ground. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary advise the Borough of Riverdale that the State Highway Commission has no power to police roads or furnish police protection, and if they are determined that a signal is necessary at this particular point, the Commission will give consideration to an application for a permit to operate a suspended signal at least 14 feet above the highway.

Shore Relief Route

The Secretary presented a telegram received from the Madison Improvement Association, demanding a hearing on any relocation of Route 4 in the vicinity of Perth Amboy. Commissioner Jelin advised the Commission that on the evening of December 29th he had attended a meeting with representatives of the Madison Improvement Association, and the Shore Relief problem had been thoroughly discussed so that it was not necessary to arrange for a hearing date at this time with these authorities. On motion by Mr. Kidde, seconded by Mr. Stewart, the telegram was ordered received and placed on file in view of the report received from Mr. Jelin concerning a conference held, at which time, after explanation from Commissioner Jelin, there was no condemnation of the Commission's decision concerning Route 4 widening.

Route 14, Egg Harbor-Mays Landing

The Secretary presented a resolution from the Chamber of Commerce of Egg Harbor City, requesting the State Highway Commission to include the paving of Route 14 between Egg Harbor City and Mays Landing in the 1925 program. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that they be advised that due to the fact that the State Highway funds have already been allocated, it would not be possible to include this section at this time.

Route 13, Section 6.

The Secretary presented a communication from Dr. Harvey T. Satterthwaite, Counsel for the Lawrence Township Committee, requesting an appointment with the State Highway Commission for a conference on the bill rendered by the State to the Township for work done on Route 13, Section 6, through the Village of Lawrenceville, and calling attention to the fact that subsequent to the arrangement with the Township for the road construction, the State had proceeded to construct extra width pavement with curb and gutters along several sections of the Lawrenceville Road outside the Village limits where the State was bearing the entire cost. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file and Mr. Satterthwaite was directed to be advised that extra paving, curb, and gutters, as placed outside the limits of Lawrenceville, were made necessary for drainage purposes and thereby eliminated the necessity for underground construction, and it is always the intention of the Commission that no preference be shown to any property owners along the line of the highway improvement.

Request for Aid-Middlesex County

The Secretary inquired as to whether the Commission desired to arrange for the inspection of the roads paralleling the Raritan River in Middlesex and Somerset Counties, between New Brunswick and Bound Brook. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission decided to make this inspection at the close of the meeting on this day.

In connection with this the Secretary presented a communication from the County of Middlesex, petitioning the Commission to assist the County in the reconstruction of the River Road, estimated to cost $150,000.00, on which the State was requested to share one-half, said road lying between New Brunswick and Bound Brook. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file, pending the decision of the Commission after the proposed inspection.

Request for Aid-Somerset County

The Secretary presented communications as received by each Commissioner from Senator Case of Somerset County, calling attention to the need for the improvement of the Easton Turnpike between Bound Brook and New Brunswick, and outlining the desires of the Somerset County Board of Freeholders in this connection. The estimated cost of this improvement was placed at $250,000.00 of which the State's share was placed at one-half. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file, pending the inspection to be held on this day.

Route 3, Shark River Bridge

The Secretary presented a communication received by Chairman Scott from Mr. S. F. Curtis, suggesting an alignment for the proposed relief highway across Shark River on Route 4, West of the New York & Long Branch Railroad. On motion by Mr. Stewart, seconded by Mr. Jelin, the Secretary was directed to advise Mr. Curtis that this matter would be taken up in public hearing before the Commission at 2:00 P.M. on Tuesday, January 16th, when the shore municipalities are to appear on the matter of the Shark River Bridge location.

The Schedule of Business was next taken up item by item as follows, with the recommendations of the State Highway Engineer.

Route 14, Section 10.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted the completed work on Route 14, Section 10, Seaville-Tuckahoe, same having been inspected and recommended by Chairman Scott.

Route 7, Section ~~X~~3.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the final inspection of Route 7, Section ~~X~~3, Anderson's Corner-Colt's Neck, be referred to Commissioner Jelin, same being reported completed by the State Highway Engineer.

Route 3, Section 11.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that final inspection of Route 3, Section 11, Berlin-Hammonton Widening, be referred to Chairman Scott, same having been reported completed by the State Highway Engineer.

Right of Way-Route 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the following purchase agreements on Route 5, Section 13, Budd Lake-Netcong, were approved:

Parcel #20,	Mrs. Lulu Stackhouse,	consideration	$ 50.00
" #21,	Wm. McKinley Berry,	"	50.00

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 10, Seaville-Petersburg:

Parcels #8 & #8A,	Reuben S. Godfrey,	consideration	$ 24.30
Parcel #12,	Henry A.& Elizabeth H. Dubosq	"	1.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe:

Parcel #10A,	Madora Voss, widow,	consideration	$ 6.75
" 54,	Alfred Sharp,	"	45.00
" 53 & 55,	Walter Bailey,	"	30.00
" 56,	E. S. Stewart,	"	65.00
" 57,	E. S. Stewart,	"	45.00
" 39,	James & Lena Homan,	"	1175.00
" 20,	Geo. Garren,	"	200.00
" 29,	Walton & Mary Stephens,	"	125.00
" 81,	Star Lodge #65, F.& A. Masons,	"	1.00

Plus conveyance of Parcel #82A by George A. Powell, as per agreement previously approved with Mr. Powell.

Andrew Kirkpatrick-Right of Way Agent

There was presented a communication received from the Civil Service Commission, advising that the temporary employment of Mr. Andrew Kirkpatrick, as originally requested for sixty days, has been exceeded by thirty-seven days and that further bills cannot be approved under the previous authorization. State Highway Engineer Sloan recommended to the Commission that the services of Mr. Kirkpatrick be retained and that extension of time be requested from the Civil Service Commission for 100 days. On motion by Mr. Stewart, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was ordered approved.

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Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the following employments, made by the State Highway Engineer since the last meeting of the Commission, were approved:

12-19-24	Edna B. Chant,	Clerk Stenographer	$80.00 per mo.
1-2-25	Napier Knightie,	Senior Draftsman	150.00 " "

Sullivan Way-Mercer County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that Chairman Scott make final inspection of the completed work on Sullivan Way, Mercer County, Motor Vehicle Aid work, prior to its acceptance.

Township Aid-Morris County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of plans and specifications for Dover-Mount Freedom Road, Section 2, Randolph Township, Township Aid.

Township Aid, Hudson County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved application and agreement for Township Aid on Grand Avenue, North Bergen Township, Hudson County, Township Aid.

Request for Aid-Essex County

Commissioner Kidde reported that in connection with the proposed construction of a bridge at Two Bridges, New Jersey, an inspection had been made by him with the State Highway Engineer, and he would recommend that the counties be advised that the State Highway Commission favors the construction of a signle bridge at this point rather than two separate bridges, even though there is thereby eliminated the inclusion of one of the counties in participating on the project. The State Highway Engineer recommended that the counties be advised that the Commission considers that two bridges are not the best solution of the problem, and if it is proposed to proceed with the construction of two bridges, the Commission cannot consider that any State Aid should be allowed. No final action was taken by the Commission at this time.

Minutes-December 17, 1924.

The Secretary advised that pursuant to directions, he had submitted a tentative draft of the minutes of the meeting of December

17, 1924, as held in Jersey City, to the Attorney General, and that the same have been returned with the advice that they are in satisfactory form. The Secretary advised that these minutes would now be mimeographed and mailed to each of the Commissioners for reading and approval at a later date.

Meetings.

The Secretary advised that arrangements had been made for a luncheon meeting of the Commission with the heads and subheads of the Departments for the purpose of hearing reports at the close of the fiscal year. It being now one o'clock, Commissioner Kidde moved that the meeting adjour in order that the Commission might attend the luncheon meeting as arranged, after which time the inspection would be made of the roads on both sides of the Raritan River between Bound Brook and New Brunswick. This was seconded by Mr. Jelin and adopted.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - January 6, 1925.

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, January 6, 1925.

Present: Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Absent: Chairman H. L. Scott, on business in Washington.

Commissioner Jelin moved that in the absence of Chairman Scott, Commissioner Stewart be named Chairman pro tem. This was seconded by Mr. Kidde and adopted. Chairman Stewart called the meeting to order at 10:30 A. M.

Equipment-Automobiles

State Highway Engineer Sloan presented a communication from the New Jersey State Agricultural Experiment Station, requesting that the Commission loan the use of a truck in order to carry materials from the Institution to the State Agricultural Exhibit at Atlantic City. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that a suitable truck be loaned to the State Agricultural Experiment Station for its necessary use in hauling exhibits.

Conventions - A. R. B. A.

The Secretary presented a communication from former State Highway Commissioner Walter J. Buzby, inviting the State Highway Commission to attend the Second Annual Convention of the Good Roads Association of New Jersey, to be held at the Robert Treat Hotel in Newark, on Thursday, January 15th, with a morning and afternoon session and a dinner in the evening. A request was made that one of the Commissioners make an address at that time. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the invitation be accepted and that Chairman Scott be authorized to prepare an address for this occasion.

Route 1 Extension-General.

State Highway Engineer Sloan presented to the Commission a report from Assistant Construction Engineer Lavis of Jersey City, outlining the proposed progress to be made in connection with Route 1 Extension between Elizabeth and Jersey City, and suggesting that additional force be employed in order to permit the present employees to proceed with the actual plans and specifications for the construction work already authorized in Jersey City, while the new force would proceed with surveys necessary for the adoption of the alignment through Newark and Elizabeth. State Highway Engineer Sloan requested of the Commission that authority be given for the increase of force in Jersey City sufficient to carry out the recommendations made by Assistant Construction Engineer Lavis. Commissioner Kidde stated that on engineering projects the cost of engineering was a detail which would be the same whether it was concentrated in one particular time or stretched over a considerable period, and he therefore moved that the recommendations of the State Highway Engineer for increase of forces on Route 1 Extension in Jersey City be approved and ratified. This was seconded by Mr. Jelin and adopted.

Snow Removal.

Commissioner Kidde reported at this time that it may be made part of the records that during the snow storm of Friday, January 2nd, he had, on Friday night, gone out with the Northern Division Engineer and had surveyed the progress being made on snow removal work. He stated that he would commend very highly the snow organization for the manner in which the work was handled, resulting in maintaining a clear and open traffic throughout the State at all times during and after the storm.

Request for Aid-Middlesex County

The Secretary presented a communication from the Board of Freeholders of Middlesex County, presenting further arguments for the granting of State Aid on the River Road between Bound Brook and New Brunswick in Middlesex County, as against the Easton Turnpike between the same locations in Somerset County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this communication be accepted with thanks and that they be advised that the same will be given careful consideration when the matter is taken up definitely by the Commission.

Commendations

The Secretary presented a communication from the Atlantic City Hotemmen's Association, expressing appreciation of the members for the decision of the Commission to complete Route 4 in the 1925 construction season. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

January 6, 1925.

Commendations-
Snow Removal.

The Secretary presented a communication from Mr. M. C. Gaines of Easton, Pa. commending the snow removal work as performed by the forces of the State Highway Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

River Road, Mercer County

The Secretary presented a communication from the Mercer County Board of Freeholders, advising that it is the unanimous opinion of the Board that the reconstruction of the River Road from Washington Crossing northerly, is considered of first importance for aid from the State and on this account they request that the $25,000.00 as promised by the Commission be allotted for this purpose. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be accepted and that the allotment of $25,000.00 from the 1925 Emergency Reserve Account be made to Mercer County for aid on the River Road reconstruction northerly from Washington Crossing.

Legislation

The Secretary presented a clipping from the Trenton Times by the direction of Chairman Scott, in which editorial approval was given the refusal of the State Highway Commission to get behind bills to be introduced in the Legislature.

Reimbursement-Camden County;
Route 3-Detours.

The Secretary presented a communication from County Engineer J. J. Albertson of Camden County to State Highway Engineer Sloan, requesting information as to the amount and date on which reimbursement for work done on Route 3, White Horse Pike, will be made in 1925, and also requesting advice as to when the County can expect to receive funds expended for detours while Route 3 was being constructed. The Secretary advised that Mr. Albertson had been informed that reimbursement for 1925 will be made to the counties on or before March 15, 1925. As to the detour funds, the Secretary advised the Commission that the County of Camden had already been informed by the present State Highway Commission that they can expect no additional detour funds in view of the fact that the County was granted aid on reconstruction work in lieu of detour funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this statement again be made to Camden County in reply to the letter received from Mr. Albertson.

The schedule of business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer:

Trees along State Highways

There was presented a communication from Mr. C. P. Wilbur, State Forester, advising that pursuant to directions from the State Highway Commission, a survey had been made looking toward the possibility of roadside planting on State highways. He recommended that for the purpose of experimenting, the State Highway Commission agree to place shade trees on sections of four Routes; namely, Route 5 between Hackettstown and Drakestown; Route 16, Woods Tavern-South Somerville; Route 7, between Freehold and Asbury Park; and Route 6, between Woodstown and Salem. The trees recommended were for the most part red oaks and Norway maples. The estimated cost of the trees was placed at $1,116.00 and to this must be added the cost of planting. Mr. Wilbur offered the services of his Department in the supervision of the planting and in the proper care of the trees after they have been planted. Commissioner Kidde stated that while the oak and elm trees were such that might take a number of years before satisfactory shade would develop on them, still they were trees which will be valuable assets to the people of the State when they are developed. The State Highway Engineer recommended that the State Highway Commission enter into such an experiment with shade trees, but that they be placed on the right of way line in every instance where they would not interfere with drainage structures, shade the pavement, or obstruct future widening, and at the same time would indicate to the property owners and the traveling public the width of highways under the control of the State. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the plan as proposed by the State Forester be referred to the State Highway Engineer to be carried out, and that an effort be made to secure the cooperation of local authorities and ask them to become interested in the protection and extension of this highway tree planting, said work to be done from the maintenance account.

January 6, 1925.

Right of Way-Route 14.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #3 on Route 14, Section 10, Seaville-Petersburg, from Emma N. & Newton S. Townsend, for the consideration of $647.75.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe:

Parcel	#62,	Raymond & Lillian G. Sack,	consideration	$ 35.00
"	#70,	Trustees of the Presbyterian Church, Tuckahoe, N. J.	"	57.50
"	#26,	ditto	"	127.50

Right of Way-Route 15.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 15, Section 7A, Port Elizabeth Cut-off:

Parcel	#1,	Mary H. Fox,	consideration	$ 10.00
"	#5,	Dr. Thomas B. & Adalaide Lee,	"	100.00

Right of Way-Route 11.

State Highway Engineer Sloan requested information as to whether the Commission desired to take any further action in the matter of the property of Harry Corb on Route 11, Section 8, Kingsland Road, Nutley. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this matter be referred to Commissioner Jelin for further investigation and report.

Claim-Damage, Millstone River Br.

There was presented the claim of the American Telegraph & Telephone Company, showing, in itemized detail, their cost in repairing damage done to cable on the bridge over the Millstone River on the Brunswick Pike, by men of the State Highway Department while making repairs to the bridge. Commissioner Kidde moved that this bill be paid, less a charge indicated for "general administration" which would make the bill net $824.17. This was seconded by Mr. Jelin and adopted.

Detours-Route 13.

On motion by Mr. Kidde, the State Highway Commission approved the following detour for use while the present bridge over the Raritan Canal at Kingstown is replaced by a new bridge by the Pennsylvania Railroad Company:

January 6, 1925.

> "Beginning at the intersection of Route 13 and the Ridge Road in Kingston, and running, thence, over the Ridge Road in an easterly direction to the Brunswick Turnpike; thence, southwesterly over the Brunswick Turnpike to Washington Street at Penns Neck; thence, northwesterly over Washington Street to Nassau Street, Route 13 in Princeton."

This was seconded by Mr. Jelin and adopted.

Employments

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following increases, also additions and changes as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

12-15-24	Mrs. H. M. Kent,	Sr. Clerk Steno.	$115.00 per mo.
1-6-25	R. M. Losey,	Draftsman,	75.00 " "
1-1-25	James Mullen,	Maintenanceman	100.00 " "
1-1-25	Chas. H. Spence,	Asst. Civil Engr.	150.00 " "
1-1-25	Ernest Youmans,	Gravel Patrolman	90.00 " "
1-1-25	John J. Lucitt,	Temp. Br. Tender,	90.00 " "
1-1-25	LeRoy Tozour,	Gravel Patrolman,	75.00 " "
1-5-25	Peter Cimbala,	Office Boy,	40.00 " "

Increases

1-1-25	Joseph Reed,	Gravel Patrolman,	$90. to $100. per mo.
1-1-25	Geo. F. Winterbottom,	Chauffeur,	.45 " .50 " hr.

Discontinued Employments.

1-1-25	A. K. Warner,	Title Searcher,	Laid Off.
1-1-25	Chas. F. McKiernan,	Inspector,	Leave of Absence.
1-1-25	A. D. Hills,	Jr. Engineer,	Resigned.
1-1-25	John H. Davis,	" Inspector,	Leave of Absence.
1-15-25	Claude G. Crarup,	" "	Laid Off.
1-15-25	I. W. Sanford,	" "	Laid Off.

Township Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of the Cedar Grove Road, Princeton Township, Mercer County, Township Aid.

Request for Aid-Salem County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a resolution received from Salem County, requesting aid on the Penns Neck Bridge, be referred to the State Highway Engineer to be presented when his recommendations are made as to requests for aid from the Motor Vehicle Reserve Account.

Route 7, Section 3.

Commissioner Jelin reported the inspection of Route 7, Section 3, Anderson's Corner-Colt's Neck, and moved that the same be accepted by the State and final payment made after approval of final papers by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

Route 3, Section 11.

Commissioner Jelin moved the final acceptance of Route 3, Section 11, Hammonton-Berlin widening, and moved that final payment be authorized subject to approval of final papers by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

Request for Hearing.

The Secretary informed the Commission that a hearing had been requested for two o'clock by representatives of municipalities along the shore between Asbury Park and Sea Girt, on the matter of the Shark River Bridge location.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned for luncheon to meet again at 2:00 P.M. The meeting was resumed at 2:00 P.M. as agreed with the same members present as at the morning session.

Hearing-Shore Delegations;
Shore Relief Route.

There appeared Senator W. A. Stevens of Monmouth County, heading a delegation from the Board of Freeholders of Monmouth County, City of Asbury Park, Neptune Township, Borough of Bradley Beach, Avon, Neptune City, Belmar and Spring Lake. Senator Stevens advised that a conference of all these representatives had been held and a resolution was adopted to be presented to the State Highway Commission, urging the Commission to complete, in connection with the construction of the proposed bridge across Shark River West of the railroad tracks in Belmar, a paved road from the intersection of the said bridge and Steiner Avenue in Neptune City, and Atkins Avenue in Neptune Township to Somerfield Avenue; thence in a direct line to Asbury Avenue; and thence, East on Asbury Avenue to Main Street of Asbury Park, in order to relieve the congestion now taking place in Asbury Park and along Route 4 through the shore resorts. Senator Stevens pointed out that this entire line would be completed by the local authorities by the end of 1925 with the exception of three and one-half miles of road, and he requested that the Commission consider the granting of aid to the County for this completion to relieve traffic from the State highways and also carry through traffic coming across on Route 7 into the lower coast resorts without getting into the heavy traffic congestion through Asbury Park and Belmar. He advised that practically all the representatives were favorable to the plan of the Commission to locate the Shark River Bridge West of the railroad as originally planned, although there was still some question in the minds of the people of Avon whether money could not be saved by using the existing bridge, and in the Borough of Belmar there was still a question of local interest in diverting traffic off the main highway. Senator Stevens called upon Commissioner Pittenger of Asbury Park to outline the situation existing at Asbury Park, which he did very thoroughly, pointing out the fact that the growth of Asbury Park and other shore resorts was being stinted, due to the fact that the people will not enter the congested areas. Statements were also made by Mayor Borden of Bradley Beach, Committeeman Hulshart of Neptune Township, Freeholder Wyckoff of Monmouth County, Col. Amar of Asbury Park, Representative Shoick of Spring Lake and Mayor Hoffman of Neptune City, all expressing favor in the plan proposed by Senator Stevens and in the proposed location of the Shark River Bridge.

Mr. Burgness, City Clerk of Belmar, requested permission to address the meeting and same was granted. He advised that the representatives of Belmar opposed the relocation of the Shark River Bridge West of the railroad tracks for the reason that Belmar is very selfish of Shark River under its control and feels that its life depends to a great measure upon the maintaining of an open channel as far as possible in the river. He advised, however, that if the value of proposed relief to traffic on the shore by an alternate line was pointed out to the residents of Belmar, there probably would be a change in the sentiment of that Borough, and he stated that he believed the Commission should be encouraged in its work, but that the Borough of Belmar should be given an opportunity to learn the value of the proposed traffic relief which the location of the Shark River Bridge will afford. Commissioner Stewart expressed appreciation on behalf of the Commission for the appearance of the delegation and for the presentation of plan. He suggested that the objections of Avon be the subject of a plan and be forwarded to the Commission for further study. He stated that the Commission feels very favorably impressed with the nature of the relief route proposed, but is handicapped by the great number of very essential projects on which aid is requested from the State as well as the fact that during the next year a very large sum of money is needed for the beginning of operations on the Advisory Board projects in Jersey City and Camden. He advised that the Commission would do everything in its power to give aid on this work if it is possible and will take the matter up very seriously and will return a reply at an early date. The conference was adjourned.

Right of Way- Entrance Blvd.
Camden Bridge Approach

State Highway Engineer Sloan presented a resolution from the East Jersey Title & Guarantee Company of Camden, offering to make complete searches covering the properties on Penn and Linden Streets, between 11th and 12th streets in Camden, and other property in that vicinity to be acquired by the State Highway Department for highway purposes, for a sum of $45.00 for a complete examination and search of title, together with the title policy covering insurance to the amount of $2000.00 on each parcel. He advised that this method was pursued in the acquisition of title by the Delaware River Joint Bridge Commission and was acceptable to the Attorney General's office. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission accepted the proposal of the East Jersey Title & Guarantee Company for guarantee title in connection with the Camden Extension at a rate of $45.00 for each search.

The Commission next went into conference on the preparation of a preliminary report to be presented to the Governor on the work of the Commission for the year 1925. The conference concluded when the Commission, on motion by Mr. Jelin, seconded by Mr. Kidde, adjourned at 8:30 P.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - January 13, 1925.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, on Tuesday, January 13, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 7, Hightstown.

The Secretary informed the Commission that Mayor Thompson of Hightstown, was present and desired a hearing on the matter of Route 7 at Hightstown. On motion, duly seconded, a hearing was granted. Mayor Thompson appeared and stated that in the contemplated improvement of the Borough, it would be very desirable to know what the future plans are for the construction of Route 7, which runs between Hightstown and Asbury Park, especially as to the proposed alignment through Hightstown. State Highway Engineer Sloan advised that this matter was, at the present time, under consideration by the Construction Division and the Chairman directed that Mr. Thompson take the same up with Construction Engineer Bedwell.

Right of Way -

Amboy Bridge-New.

There was presented a communication from the Attorney General on the matter of the request made for advice as to the proper form of agreement to be entered into with the City of Perth Amboy in order to permit the State Highway Commission to obtain the necessary right of way and letting a contract for an approach to the New Amboy Bridge, in which communication the Attorney General advised as follows:

> "I have no hesitancy in advising you that the Highway Commission has authority, under the act, to acquire the land, and to enter into an agreement for the construction of the highway and for the maintenance thereof after such construction: and accordingly I have suggested to Mr. DeVoe the advisability of drafting a short contract between the City of Perth Amboy and the State, represented by the State Highway Commission, to accomplish the object sought. The contract, when drawn, should be submitted to the governing body of the City of Perth Amboy, and authority obtained for its execution by the proper officers of that municipality. Likewise the Highway Commission should adopt the proper resolution authorizing its execution by the proper officials of that Department."

On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file, pending further advice from Mr. DeVoe, and the Secretary was directed to express the felicitations of the Commission to the Attorney General on his recovery from a recent operation.

Route 1 Extension, Newark.

The Secretary presented a communication from the Broad Street Association of Newark, advising that it is their desire to discuss with the Commission the proposed meadow cut-off, and approach through Newark on Route 1 Extension, but that they will hold this matter in abeyance until a later date. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Right of Way-Route 13.

The Secretary presented a report from Hon. F. W. DeVoe, Assistant Attorney General, advising that the condemnation commissioners in the case of Mary H. Gulick on Route 13, Section 6, had awarded $1500.00 plus interest of six percent from August 15, 1923, to date, and he recommended that approval be given. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the payment of $1500.00 plus interest to Mary H. Gulick, as awarded by the condemnation commissioners.

Right of Way-Route 8.

The Secretary presented a report from Mr. DeVoe, advising that the condemnation commissioners in the case of Fearn & Germain on Route 8, Wayne Township, had awarded the sum of $1809.10 for this property with the understanding that the little roadside stand on the premises would be removed on or before January 28, 1925, and he recommended that the same be approved. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation in the case of Fearn & Germain, and authorized payment of the award.

Right of Way-Route 13.

Mr. DeVoe presented a report to the Commission on the award as made by the condemnation commissioners for the property of Joseph H. Bruere on Route 13, Section 6, where the State's offer was $600.00 and the condemnation commissioners had awarded $3000.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an appeal be made on the award to Joseph H. Bruere on Route 13.

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Route 2, General.

The Secretary presented a communication from Mr. S. P. Leeds, President of the Atlantic City Chamber of Commerce, informing the Commission of the importance of the paving of a section of road from Five Points on State Highway Route 2, to Moorestown. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission ordered the communication received and placed on file and the Secretary was directed to advise Mr. Leeds that this matter is receiving due consideration.

Amboy Bridge-Right of Way

The Secretary presented a communication from Mr. DeVoe forwarding a bill from the Sheriff of Middlesex County, making charges for transportation and meals for jurors taken from New Brunswick to Perth Amboy to view the Donnell property. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this bill be referred to special counsel Newcorn for advice and report to the Commission.

Right of Way-Route 4.

The Secretary presented a communication from the Pennsylvania Railroad Company, requesting information as to what disposition would be made on the claim of the railroad company for right of way on Route 4 at South Amboy. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Pennsylvania Railroad Company be advised that the Commission is, at the present time, very much concerned with the adoption and completion of a program of work for 1925, and that the problem of right of way at South Amboy is in mind and will be taken up at the earliest opportunity.

Request for Hearing.

The Secretary presented a communication from Mr. Frank R. Valentine of Woodbridge, requesting an opportunity to appear before the Commission to consider the matter of the Route 4 approach to the new Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that Mr. Valenine be invited to appear Tuesday afternoon, January 20th, if convenient.

January 13, 1925.

Conventions-National Spring Hotel Show

The Secretary presented a communication from the National Spring Hotel Show of Atlantic City, advising concerning the Fourth Annual Exposition to be held in the Spring of 1925, and requesting whether the Commission would be interested in exhibit space. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary inquire concerning the conditions, terms, etc. after which the Commission will decide whether an exhibit can be placed.

Conventions-American Road Builders' Assn.

The Secretary presented a communication from Charles M. Upham, Convention Manager of the American Road Builders' Association, advising that at a meeting of their Board of Directors, consideration was given to the request of the State of New Jersey that an open air show of the Association be held in New Jersey and it was decided that the Association would not continue this feature any longer, and for that reason the invitation cannot be accepted. On motion by Mr. Kidde, seconded by Mr. Stewart, the Communication was ordered received and placed on file.

Conventions-Syracuse Road School.

The Secretary presented a communication from the Syracuse University, advising of a "Road School" conducted by the Syracuse University and the New York State Highway Officials at Syracuse on January 27th to 30th, and invited the Commission to send someone to be present at that time. State Highway Engineer Sloan advised that he had been invited to present a paper in this school and he had prepared same, although he was not sure that he could attend. Commissioner Kidde inquired whether it would not be possible to arrange some educational features in this State in connection with Rutgers College, whereby, during the winter months, a short course in highway engineering would be available for the ambitious people in the Department, and also for any outside men who desire to learn more of what opportunities are provided in the highway work. After discussion, Commissioner Jelin moved that the State Highway Department send a representative to the "Road School" conducted by the Syracuse University, and that the co-operation of Rutgers College be sought with a view to ascertaining whether it will be feasible to conduct a similar course in the State of New Jersey. This was seconded by Mr. Kidde and adopted.

Shore Relief Routes

The Secretary presented a communication from Mr. Edgar L. Smith of Rahway, presenting a proposed relief to traffic in the location of Rahway and South Amboy. Commissioner Stewart moved that Mr. Smith be requested to furnish the Commission with a map showing his proposed study in order that the same may be given serious attention and that Mr. Smith be thanked for his interest in this connection.

Request for Aid-Somerset County

The Secretary presented a communication from Mr. K. N. Cumming, Engineer in charge of the Radio Corporation of America, urging the favorable consideration of Somerset County for aid in the reconstruction of the Easton Turnpike between New Brunswick and Bound Brook. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and the Secretary was directed to advise Mr. Cumming that the matter will receive careful consideration.

The Schedule of Business was next taken up for consideration, item by item as follows:

Route 9, Section 15.

There was presented a communication from the Township Engineer of Cranford, New Jersey, accepting the paving and other work done under the State Highway contract for Route 9, Section 15, Westfield-Lehigh Valley Railroad section, subject to the Commission's control over maintenance and other unfulfilled obligations in the contract, and further expressing thanks to the Commission for the courtesy extended in this improvement. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the communication be acknowledged and filed.

Crescent Road, Camden

State Highway Engineer Sloan inquired as to when the Commission would arrange for a hearing on the matter of the Crescent Route at Camden. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer present to the Commission such plans as are now in hand, in order that the same may be studied prior to the arrangement of a hearing date.

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Right of Way-Route 3.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 11, Berlin-Hammonton:

Parcel #5 & 5-A,	John T. Chambers,	consideration	$ 50.00
" #6,	Melvin Chambers,	"	15.85

Right of Way-Route 6.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #6 on Route 6, Section 13, Bridgeton-Marlboro section, from Curtis E. & Sarah G. Souder, for the consideration of $5.00.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 8, Swainton-Ocean View:

Parcel #1-A,	Ada H. Swain,	consideration	$ 54.10
" #49 & 49-A,	Edw.W.Callaway,Jr.	"	175.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #69 on Route 14, Section 11, Petersburg-Tuckahoe, from Paul Sharp, for the consideration of $40.00.

Right of Way-Route 11.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase and acceptance of bargain and sale deed from E. I. DuPont de Nemours Company, for Parcel #9 on Route 11, Section 8, Nutley, for $1.00 and directed that an expression of thanks be forwarded.

Right of Way-Route 8.

There were presented papers and report in connection with the property of Munson Mabey Estate on Route 8, Section 3, White's Bridge-Bloomingdale, with the recommendation of Assistant Attorney General DeVoe that condemnation proceedings be entered into on this project. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that condemnation proceedings be entered into for the acquisition of this property.

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Commissioner Kidde suggested that before a price is fixed in the condemnation proceedings, that necessary appraisals be secured in order that the price may be within the figures of the appraisers.

Right of Way-Route 11

Commissioner Jelin reported that in accordance with reference made to him at the last meeting he had visited the property of Harry Corb on Route 11 in order to make a more satisfactory settlement and he was unable to see Mr. Corb, but he had communicated with him requesting that he come to Trenton to-day to appear before the Commission.

Amboy Bridge-New

State Highway Engineer Sloan presented a proposed change of Plan #13, covering changes and additions made necessary on the Amboy Bridge on account of the requirements of the Public Service Gas & Electric Company, who will furnish power for lighting. This change was estimated to cost $12,750.00. Commissioner Kidde inquired whether any detailed investigation had been made of the electrical line and fixtures on the bridge, and suggested that an electrical engineer be employed for such investigation. State Highway Engineer Sloan explained that the proposed changes were made necessary by the fact that the Public Service Gas & Electric Company did not furnish service in the immediate vicinity, and therefore it will be necessary to transform the power service into lighting service. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed the State Highway Engineer to have a competent electrical engineer review and report on the plans, and suggested Thomas F. Hylan as a proper person to do this work.

Proposed Routes;
Request for Aid-Monmouth County.

State Highway Engineer Sloan presented to the Commission a report with recommendations as to aid on the construction of a road paralleling Route 4 between West Long Branch and Belmar in Monmouth County, as discussed before the Commission by Senator Stevens and a delegation at its last meeting. On motion by Mr. Stewart, seconded by Mr. Jelin, this matter was ordered laid over for later consideration.

Signals.

There was presented a communication from the American Gas Accumulator Company, concerning the installation of flashing signals on

State highways under their contract and requesting information as to whether the Commission would purchase any of their smaller signals for use at dangerous locations where it is not possible to erect the highway lighthouses at this time. State Highway Engineer Sloan advised that he would recommend that the American Gas Accumulator Company proceed to make installations as quickly as possible in accordance with its contract, and that no other arrangement be entered into at the present time. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the recommendation of the State Highway Engineer be approved.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the following additions, increases and changes in the employments as recommended by the State Highway Engineer since the last meeting of the Commission, be ratified, confirmed and approved:

Employed

1-1-25	Leon B. Sickles,	Pr.Clerk-Steno.	$145.00	per	mo.
12-31-24	Wm. Gropp,	Garage Asst.	.50	"	hr.
12-16-24	Edwin Halloway,	Mot.Tr.Driver	.40	"	"
1-1-25	Carmine Lafalce,	Garage Asst.	.50	"	"

Discontinued Employments

12-31-24	Louis Gardella,	Gravel Patrolman	Discharged
1-15-25	C. E. Ormsby,	Highway Inspector	Laid Off
1-15-25	Chas. Oliver,	Junior Inspector	" "
1-15-25	H. D. Coddington,	" "	" "
1-15-25	F. P. Murray,	" "	" "
1-15-25	Wm. S. Brown,	" "	" "
1-15-25	Thos. Farley,	Highway Inspector	" "
1-15-25	H. C. Paxton,	" "	" "
1-15-25	Edward Nugent,	" "	" "
1-15-25	D. A. Palladino,	" "	" "
1-15-25	J. F. Jones,	" "	" "
1-5-25	R. G. Caprio,	Resident Engineer	Leave of Absence
1-1-25	Carmine Lafalce,	Rollerman	Laid Off
1-1-25	George Updyke,	"	" "
1-1-25	Leo J. Burns,	Junior Inspector	" "
1-1-25	Miller W. Trace,	" "	" "
1-1-25	Frank Kane,	" "	" "
1-15-25	C. G. Crarup,	" "	" "
1-15-25	R. L. Erickson,	" "	" "
1-15-25	Geo. M. Garwood,	" "	" "
2-1-25	John J. Hopkins,	Highway Inspector	" "
1-15-25	John McMullen,	" "	" "
1-15-25	Samuel Page,	Junior Inspector	" "
1-15-25	George L. Rehill,	Foreman,	" "
1-15-25	George Nolan,	Junior Inspector	" "
1-15-25	Hugh F. Cary,	" "	" "
1-15-25	Lebeus Martin,	" "	" "

Increases

1-1-25	Ernest Machner,	Gravel Patrolman,	$ 85.00	to$95.00	mo.
2-1-25	Clifford Whiteley,	Asst.Civ.Eng.	185.00	" 200.00	"

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Construction Division Increases
January 1, 1925

Andrews, L. E.	Div. Const. Eng.	$325.00	to	$365.00	per mo.
Coles, L. D.	Res. High. Eng.	240.00	"	260.00	
Cooper, M. L. .	" " "	240.00	"	260.00	
Gerard, F. L.	" " "	240.00	"	260.00	
Gerecke, J. L.	" " "	200.00	"	225.00	
Harris, F. E.	" " "	240.00	"	260.00	
Karl, W. F.	" " "	225.00	"	240.00	
Ketels, W. R.	" " "	240.00	"	265.00	
Koons, H. F.	" " "	200.00	"	210.00	
McCormick, L. T.	" " "	240.00	"	250.00	
MacDougall, Neil	" " "	240.00	"	260.00	
Neville, J. S.	" " "	240.00	"	250.00	
Noble, C. M.	" " "	240.00	"	260.00	
Osborne, E. T.	" " "	250.00	"	300.00	
Roberts, W. E.	" " "	240.00	"	250.00	
Voorhees, W. W.	" " "	240.00	"	250.00	
Benoist, Emil	Asst. Civ. Eng.	165.00	"	175.00	
Braybrooke, W. L.	" " "	165.00	"	180.00	Eff. 1-16-25
Cunningham, W. H.	" " "	150.00	"	165.00	
Goppoldt, P. R.	" " "	165.00	"	175.00	
Harris. Wm.	" " "	175.00	"	185.00	
Henderson, H. L.	" " "	165.00	"	175.00	
Marino, Anthony	" " "	165.00	"	175.00	
Patterson, A. McF.	" " "	165.00	"	175.00	
Reins, W. E.	" " "	165.00	"	175.00	
Vanderhoff, C. E.	" " "	150.00	"	165.00	
Yard, C. F.	" " "	150.00	"	165.00	
Wagner, R. C.	Draftsman (Engr.)	110.00	"	120.00	
Davis, W. C.	Br. Const. Insp.	165.00	"	175.00	
Lichtenberg, A. J.	" " "	200.00	"	210.00	
Peel, George	" " "	165.00	"	175.00	
Wean, C. E.	" " "	175.00	"	185.00	
Feeney, Bernard	Hgwy. " "	185.00	"	195.00	
Brooks, David	" " "	145.00	"	155.00	
Davis, John	" " "	155.00	"	165.00	
Frey, G. H.	" " "	155.00	"	165.00	
MacMillan, R. D.	" " "	165.00	"	175.00	
Meakle, J. A.	" " "	165.00	"	170.00	
Palladino, D. A.	" " "	165.00	"	175.00	
Partington, Ed.	" " "	165.00	"	175.00	
Trimmer, A. T.	" " "	165.00	"	175.00	
Weller, C. H.	" " "	165.00	"	175.00	
Brown, W. S.	Jr. Insp.	135.00	"	145.00	
Coddington, H. P.	" "	135.00	"	145.00	
Fallen, J. E.	" "	135.00	"	140.00	
Grosscup, W. L.	" "	135.00	"	145.00	
Jones, J. F.	" "	125.00	"	135.00	
Kinnevy, H. F.	" "	135.00	"	145.00	
McLaughlin, J. A.	" "	135.00	"	145.00	
Reilly, F. J.	" "	125.00	"	135.00	
Sanwald, N. B.	" "	135.00	"	145.00	
Tallon, J. E.	" "	125.00	"	135.00	
Wentz, L. F.	" "	140.00	"	145.00	
Cunningham, J. E.	" Eng.	120.00	"	125.00	
Kapel, Emanuel	" "	125.00	"	140.00	
Bailey, A. G.	Rodman,	100.00	"	110.00	
Cornelius, J. M.	"	90.00	"	100.00	
Rogers, J. M.	"	90.00	"	100.00	
Ricer, Edw. J.	"	90.00	"	125.00	J. E.
Reufer, A. L.	"	90.00	"	110.00	J. E.
Williams, Virgil	"	90.00	"	100.00	
Brady, Winifred	Clerk-Steno.	80.00	"	90.00	
Bird, F. W.	Auditor	170.00	"	180.00	
Hann, Nina	Clerk-Steno.	80.00	"	90.00	
Lefferson, H.	Sr. Cost Clerk	140.00	"	150.00	
McKenny, Robt.	Title Searcher	150.00	"	165.00	Eff. 1-16-25
Madden, Adela	Specif. Clerk	135.00	"	145.00	
Schiller, W.	Title Searcher	150.00	"	165.00	Eff. 2-1-25
Mackenzie, J. J.	Foreman	185.00	"	190.00	
Ormsby, C. E.	Hgwy. Const. Insp.	165.00	"	175.00	

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On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the recommendation for increase for Right of Way Agent Frederick Volmer, Jr. be taken up as a separate matter by the Commission.

Township Aid-Cumberland County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on the Eldora-Belle Plain Road, Maurice River Township, Cumberland County, Township Aid.

Township Aid-Bergen County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of award of contract as made by Washington Township for VanEmburgh Avenue, Bergen County, Township Aid.

Extension of Time-
Bridgeton-Port Norris, Section 2,
Cumberland County.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the extension of time on the Bridgeton- Port Norris Road, Section 2, Cumberland County, Federal Aid Project #61.

A. A. S. H. O.
Marking - Highways.

There was presented a communication from Mr. W. C. Markham, Executive Secretary of the American Association of State Highway Officials, advising of the creation of a Committee by the Secretary of Agriculture for the study of a system of marking for interstate highways, and requesting that the State Highway Engineer act as a member of such Committee. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged, and authorized the State Highway Engineer to take such part in the work of the Committee as is necessary.

Victory Bridge

Chairman Scott inquired as to whether the Commission had sufficiently considered the Victory Bridge Advisory Board Report, copies of which had been mailed to them in order that a decision might be reached at this meeting also whether it was desired to further the recommendations of this Advisory Board for the location of a memorial bridge at some other point and to seek the necessary funds therefor from the incoming Legislature. Commissioner Kidde suggested that the report be received and that the Advisory Board be thanked for the information contained therein and that the Engineer should proceed with the direction of the Legislature in Joint Resolution No. 4 of the 1924 Statutes, to place tablets on the Victory Bridge, and he moved that the report of the Advisory Board be received and that the various members be thanked for their services. This was seconded by Mr. Jelin and adopted.

The Commission then recessed for luncheon at 2:00 P.M. to meet in regular session again at 3:00 P. M. The meeting was again resumed at 3:00 P.M. as agreed, with the same members present as at the morning session.

Right of Way-Route 11

The Secretary advised that Mr. and Mrs. Harry Corb of Nutley were present at the request of Mr. Jelin to talk over the matter of their property on Route 11. Mr. Corb advised that his price of $9,100.00 was made in view of the fact that this house, which was now being used as a residence, would be placed too close to the road for residential use and it will be necessary for him to seek another home. Mr. Jelin advised that he believed there was a value in the house even if the land was taken, which would be a distinct loss if an attempt was made to move the building from its present location, and he suggested that Mr. Corb accept payment for the land taken, plus damage to the property in making it unfit for the home of Mr. Corb, but it probably will be suitable for the home of someone else or for public purposes. Mr. Stewart advised that the Commission desired to deal fairly with the property owners but could not see its way clear to pay more than the property was worth. Mr. Corb inquired whether it would not be possible for the State to acquire his entire tract rather than to cut it as proposed, and he was advised that it was possible for the Commission, under the present legislation, to acquire more than was actually needed for highway purposes. Mr. Jelin stated that he would recommend that the sum of $6,500.00 be paid in cash to Mr. and Mrs. Corb for the land taken and the damage done, and he further stated that he would suggest to Mr. and Mrs. Corb that the house be not moved from its present foundation and they would be able to find a purchaser for the property, which would therefore turn whole and with a fair profit. Mr. Corb advised that he would take the matter under consideration and would investigate his ability to dispose of the house in the event the State would make him a payment of $6,500.00

Conventions-Good Roads Association

The Secretary informed the Commission concerning the conference of the Good Roads Association at Newark on Thursday, January 15th, at which time a special address was to be delivered by Chairman Scott. The Chairman informed the Commission that due to very severe strain on account of his recent trip to Washington it would be impossible for him to make an address, and he suggested that this be delegated to one of the other Commissioners. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that Mr. Stewart deliver the address for the Commission.

Hackensack River Bridge

State Highway Engineer Sloan informed the Commission that it would be necessary to seek an extension of time from the Secretary of War for the removal of the pier and changes in the fender system on the Hackensack River Bridge, since the project should expire in 90 days or about February 7th. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an extension of time to May 15, 1925, be requested from the War Department for the removal of the center pier and changes in the fender system on the Hackensack River Bridge, said extension being occasioned by the fact that approval was necessary to be obtained for a bascule span at this point to eliminate the possibility of further use of the center pier and also due to the preparation of plans covering the work to be done, and authority was given for the advertisement of the necessary work after approval by the State Highway Engineer.

Amboy Bridge-New.

There was presented a communication from Mr. C. W. Hudson, Supervising Engineer on the Amboy Bridge, advising that the last of the pneumatic piers on this work has been founded on good clean rock and thoroughly sealed and that the cost of these piers is very close to the estimated cost as set. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission acknowledged the communication from Mr. Hudson and expressed pleasure at the satisfactory completion of the pneumatic piers.

Abandonment-Routes 4 and 5.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolutions for the vacating of sections of State highways made necessary on account of improvements in alignment after construction:

> WHEREAS, the State Highway Commission has heretofore taken over as a State highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 5 from Newark to the bridge crossing the Delaware River about two miles above Delaware, by way of Morristown, Dover, Netcong, Budds Lake, Hackettstown, Buttzville and Delaware, and
>
> WHEREAS, in the construction and improvement of the said State Highway Route 5, Section 13, from Budd Lake to Netcong, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc., and
>
> WHEREAS, upon the construction of the said route and section of the revised line, there are portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State highway,
>
> NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of the State Highway Route 5, Section 13, as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route 5, Section 13, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.
>
> Portion #1
>
> Beginning at a point in the center line of the old macadam road between Budd Lake and Netcong, where the said center line is intersected by the new northerly right of way line of Route 5, Section 13, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 11 plus 50; rhence (1) northerly along the center line of the said macadam road for a distance of approximately six hundred seventy (670) feet to a point; thence (2) curving to the right in a northeasterly direction for a distance of approximately two hundred (200) feet to a point; thence (3) easterly for a distance of approximately one hundred ninety (190) feet to a point; thence (4) southeasterly for a distance of approximately one hundred eighty (180) feet to a point in the said northerly right of way line of Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 22 plus 13.

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Portion #2

Beginning at a point in the center line of the said macadam road between Budd Lake and Netcong where the center line is intersected by the new southerly right of way line of the said Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 22 plus 80; thence (1) easterly along the center line of the said macadam road for a distance of approximately one hundred fifteen (115) feet to a point; thence (2) on a curve to the left in a northeasterly direction for a distance of approximately four hundred (400) feet to a point; thence (3) still curving to the left in a northeasterly direction for a distance of approximately one hundred ninety-five (195) feet to a point; thence (4) northeasterly for a distance of approximately three hundred thirty (330) feet to a point in said new southerly right of way line of Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 33 plus 94.

Portion #3.

Beginning at a point in the center line of the said macadam road between Budd Lake and Netcong where the said center line is intersected by the new southerly right of way line of the said Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 35 plus 73; thence (1) easterly along the center line of the macadam road for a distance of about nine hundred twenty (920) feet to a point: thence (2) curving to the left in a northeasterly direction for a distance of about five hundred forty (540) feet to a point; thence (3) curving to the right in a northeasterly direction for a distance of about five hundred (500) feet to a point; thence (4) northerly for a distance of about eighty (80) feet to a point in the said new southerly right of way line of Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 54 plus 53.

Portion #4.

Beginning at a point in the center line of the old macadam road between Budd Lake and Netcong where the said center line is intersected by the new northerly right of way line of Route 5, Section 13, said point being measured thirty three (33) feet normally from the center line of the said State highway at about Station 54 plus 3[illegible]; thence (1) along the center line of the said macadam road on a curve to the right, in an easterly direction for a distance of about three hundred (300) feet to a point in the said new northerly right of way line of Route 5, Section 13, said point being measured thirty three (33) feet normally from the center line of the said State highway at about Station 57 plus 12.

Portion #5.

Beginning at a point in the center line of the old macadam road between Budd Lake and Netcong, where the center line is intersected by the new southerly right of way line of Route 5, Section 13, said point being measured thirty three (33) feet normally from the center line of the said State highway at about Station 58 plus 06; thence (1) easterly along the center line of the said macadam road a distance of about five hundred fifteen (515) feet to a point; thence (2) curving to the left in a northeasterly direction for a distance of about two hundred (200) feet to a point; thence (3) northeasterly for a distance of about three hundred ninety (390) feet to a point in the said new southerly right of way line of Route 5, Section 13, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 66 plus 44.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of the County of Morris, the governing body having jurisdiction over the road at the time of its being taken over as a State highway:

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road between Budd Lake and Netcong as taken over January 15, 1920, lying outside the limite of the right of way of the new road as constructed between Station 11 plus 50 and 66 plus 44, as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J.

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WHEREAS, the State Highway Commission has heretofore taken over as a State highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road, or roads, known as State Highway Route 4 from a point on Route 1 in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middletown, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route 4, Section 20, from Manasquan River to Sea Girt, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement, which is no longer needed as a part of the improved State highway;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 4, Section 20, as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 4, Section 20.

"Beginning at a point in the center line of Sea Girt Avenue, said point being at the intersection of the westerly right of way line of Parker Avenue, thirty-five (35) feet from the intersection of the center lines of Parker Avenue and Sea Girt Avenue opposite Station 211 plus 28.74; thence (1) along the center line of Sea Girt Avenue North sixty-two degrees, two minutes West (N 62° 02' W) a distance of seven hundred thirty-three (733) feet more or less to a point, said point being at intersection of the center lines of Sea Girt Avenue and the easterly right of way line of Broad Street, otherwise known as the Manasquan Turnpike

"It being the intention of the State Highway Commission to abandon and vacate all that portion of Sea Girt Avenue as taken over May 1, 1920, lying beyond the property line of Parker Avenue as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J."

BE IT FURTHER RESOLVED, that a notice of this vacation be sent to the Mayor and Borough Council of the Borough of Manasquan and the Borough of Sea Girt, the governing bodies having jurisdiction over the road at the time of its being taken over as a State highway.

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WHEREAS, the State Highway Commission has heretofore taken over as a State highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 4 from a point on Route 1 in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middletown, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route 4, Section 20, from Manasquan River to Sea Girt, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 4, Section 20, as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route 4, Section 20, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.

"Beginning at a point in the center line of Union Lane, said point being in the easterly right of way line of Union Avenue and opposite Station 126 plus 87 more or less of the new road as constructed, thence (1) along the center line of Union Lane in a southeasterly direction a distance of one thousand seven hundred ten (1710) feet more or less to a point, said point being the intersection of the center lines of Union Avenue and Ashley Avenue; thence (2) along the center line of Ashley Avenue in a southwesterly direction a distance of one thousand thirty (1030) feet more or less to a point, said point being at the intersection of the northerly right of way line of Higgins Avenue and opposite Station 99 plus 71 more or less on the new road as constructed.

"It is the intention of the State Highway Commission to abandon and vacate all that portion of Union Lane and Ashley Avenue as taken over May 1, 1920, and January 5, 1921, lying outside the limits of the acquired right of way of the new road as constructed between Station 99 plus 71 and Station 126 plus 87, as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Monmouth County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway.

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WHEREAS, the State Highway Commission has heretofore taken over as a State highway, in accordance with the provisions of Chapter 14 of the Laws of 1917 a certain road or roads known as State Highway Route 4 from a point on Route 1 in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middletown, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route 4, Section 20, from Manasquan River to Sea Girt, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 4, Section 20, as hereinafter described be and the same is hereby abandoned as a part of the State Highway Route 4, Section 20:

"Beginning at a point in the center line of the Manasquan Turnpike, said point being at the intersection of the southerly right of way line of Sea Girt Avenue; thence (1) along the center line of the Manasquan Turnpike in a northeasterly direction a distance of one thousand seventy (1070) feet more or less to a point; thence (2) still along the center line of the Manasquan Turnpike bearing to the right, still in a northeasterly direction a distance of two thousand five (2005) feet more or less to a point, said point being at the southwesterly end of the concrete pavement intersection as constructed on the Manasquan Turnpike near the northerly line of Beacon Boulevard extended, said point being opposite Station 242 plus 45 more or less of the new road as constructed.

"It being the intention of the State Highway Commission to abandon and vacate all that portion of the Manasquan Turnpike as taken over May 1, 1920, lying outside of the limits of the acquired right of way of the new road as constructed between the southerly end of the concrete pavement intersection on the Boulevard extended, as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J."

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Board of Chosen Freeholders of Monmouth County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway.

Equipment - Automobiles

State Highway Engineer Sloan requested authority to increase the amount authorized for the purchase of one automobile, as granted at a previous meeting, from $1800.00 to $2250.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission authorized the increase for the purchase of one automobile from $1800.00 to a price not exceeding $2250.00.

Right of Way - Route 1 Extension

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the employment of Mr. C. Alfred Burhorn, Mr. Frederick Dunham, Mr. Percy A. Gaddis and Mr. Thomas A. Ryer as appraisers on property on Route 1 Extension in Jersey City and vicinity, in accordance with the terms expressed in communications received from them.

Route 1 Extension, Jersey City

State Highway Engineer Sloan presented to the Commission a proposed change in the plan for the approach to Hoboken Avenue in Jersey City, whereby there would be eliminated a crossing on Hoboken Avenue. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the recommendation of the State Highway Engineer be approved as to such a change.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned at 5:30 P.M. to meet in regular session again on Tuesday, January 20, 1923, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - January 20, 1925.

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, January 20, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 9, Section C, Plainfield

The Secretary informed the Commission that Mr. A. W. Vars, City Engineer of Plainfield, was present and he had brought with him a form of agreement as provided by the City of Plainfield through its Mayor, whereby there would be improved Route 9, Section C, South Avenue, Plainfield, by the City of Plainfield, the State sharing in the work to the extent of $67,500.00. On motion by Mr. Kidde seconded by Mr. Stewart, the State Highway Commission directed that the agreement with the City of Plainfield be accepted and that the Chairman be authorized to approve same on behalf of the State Highway Commission.

The Secretary advised that Mr. Vars had completed plans and specifications for the improvement of said Route 9, Section C, known as South Avenue from Richmond Street to Terril Road, and that the same had been approved by the Engineering Department and was ready for approval by the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route 9, Section C by the City of Plainfield, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Right of Way-Route 1
Extension, Jersey City

The Secretary presented a communication from Mr. C. Alfred Burhorn of Hoboken, New Jersey, accepting the changes made in his proposition for the appraisal of property on Route 1 Extension through Jersey City. On motion, duly seconded, the communication was ordered received and placed on file.

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Route 18-South, General

The Secretary advised that Senator Borton of Salem County was present and desired a hearing before the Commission. On motion duly seconded, a hearing was granted. Senator Borton appeared and advised that on behalf of the Board of Freeholders of Salem County, he would present a request for the hard surfacing of that section of Route 17-South between Elmer and Woodstown. He advised that the maintenance costs on this road were excessive and warranted paving at this time. Chairman Scott advised Senator Borton that the Commission was very favorable to the early construction of all routes just as soon as there were funds in hand for the purpose. Senator Borton advised that at any rate he would ask that the improvement be made between Elmer and Pole Tavern, whereby the residents of this location may be given a connection with Route 6. Chairman Scott advised that this would be given serious consideration.

Legislation-Proposed

Senator Borton also called attention to the fact that it was his purpose to introduce a bill which would give numerical sequence or name to those routes on which there is a duplication of numbers, such as Route 18, there being a Route 18 in Bergen County as well as in Salem County. Commissioner Jelin suggested that in view of the fact that there are other routes similarly designated by the same number, all of these matters might be straightened out by legislation at one time.

Route 18-South - General.

Senator Borton also advised that he was introducing a bill requesting the extension of Route 18 from Pennsgrove Ferry to the borough limits, since he believed that this was the first intention of the Legislature when the route was adopted, and he believed was favorable to the Commission. Chairman Scott advised that the Commission did not desire to express any sentiments as regarding the favoring of any particular route, and State Highway Engineer Sloan advised that this was contemplated and was a desirable extension.

Request for Aid-Salem County

Senator Borton also took occasion at this time to urge consideration for the Salem County Board of Freeholders, on the State aid request for Penns Neck Bridge, which will cost $300,000.00. Chairman Scott advised Senator Borton that this also would be given consideration by the Commission.

Right of Way-Route 1 Extension

The Secretary advised that Mr. R. C. Falconer, Assistant to the President and Chief Engineer of the Erie Railroad, and Mr. D. E. Minard, General Attorney of the Erie Railroad Company, were present for a hearing on the matter of the Route 1 Extension through Jersey City. On motion, duly seconded, a hearing was granted. Mr. Falconer advised that he desired to call the attention of the Commission to the fact that in order for the Erie railroad to expand and proceed along their cut, it will be necessary that they shall have 90 feet of space from their open cut out on to their right of way on the North side, which would bring the railroad within one foot of the proposed highway and would make impossible any slope to the rock wall, which is absolutely necessary. He advised also that the railroad desired to retain as much ot its property as it will need for two additional tracks on the South side, and further the company was in no position to make any definite statement as to when such expansion would take place. Mr. Minard stated that the railroad company had purchased this land for railroad use and felt that its needs would require all of the land for two additional tracks on either side of the cut in addition to removing the top from the tunnel. Chairman Scott informed Mr. Falconer that the State Highway Commission had a very urgent need for proceeding at once with its work in Jersey City,and he asked that the railroad company advise whether it will use the North or South side so that the Commission can proceed with its plans, which have already reached the stage where certain portions could be advertised within a short time. Mr. Falconer advised that no assurance could be given the Commission as to when there would be need for this land by the railroad company, but plans were under way for its use at some future date and it, therefore, must be held for railroad purposes.

As to the construction of the viaduct over the present Erie tracks, Mr. Falconer advised that he thought there would be no opposition after the plans had been looked over, and stated he thought he would be in a position to advise definitely in about ten days.

Right of way-Route 18. North

The Secretary presented a communication from Major W. A. Welsh, in which he advised that the trustees of the Phelps estate had approved of the proposed extension of Route 18-North through the Phelps estate, and he was ready to give this property to the State just as soon as arrangements could be concluded. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that Commissioner Kidde and State Highway Engineer Sloan be delegated to arrange for a meeting with the Phelps Estate and work out a plan whereby the Commission would acquire such land as is needed for highway purposes through that estate.

Route 1 Extension-Jersey City

State Highway Engineer Sloan presented to the Commission the property plans of Route 1 Extension in Jersey City in the vicinity of the proposed viaduct on 12th Street, and requested information as to the acquisition of property. He was advised that appraisal be secured on the entire block where the property will be practically entirely damaged by the viaduct and no saving can accrue on account of portions of land remaining. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of such land as would be necessary for the viaduct location and sloped fill.

Request for Aid-Somerset County

The Secretary presented a communication received by Chairman Scott from Senator Edge, transmitting a letter urging the improvement of the Easton Turnpike in Somerset County, from former Governor John W. Griggs. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was received and placed on file.

Memorials

The Secretary presented a cut of a memorial to soldiers and sailors of the World War, as has been placed on a bridge at Portsmouth, New Hampshire. On motion by Mr. Jelin, seconded by Mr. Stewart, this was referred to the State Highway Engineer for study in connection with the proposed memorial bridge embellishments.

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Communications

The Secretary presented a communication from Hon. E. L. Katzenbach, expressing appreciation for the sympathy of the State Highway Commission in his recent illness.

Right of Way-Amboy Bridge

The Secretary presented a communication from Judge Newcorn, requesting information concerning his bill for services in the case of the State versus the W. J. Donnell Lumber Company. On motion by Mr. Stewart, seconded by Mr. Jelin, this communication was ordered laid over for later consideration.

The Secretary presented a communication from Hon. William A. Newcorn, advising that he will make a study of the bill forwarded him from the Sheriff for jury fees and expenses in the case of the State versus the W. J. Donnell Lumber Company, and will make further report. On motion, duly seconded, the communication was ordered received and placed on file.

Conventions-
National Spring Hotel Show

The Secretary presented a communication from the National Spring Hotel Show, advising that they will permit the Commission to occupy booths which will cost $200.00 and $150.00 each. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the Secretary advise the National Spring Hotel Show that the Commission will not exhibit at this convention.

Marking-State Highways;
Route 10, Bluff Road.

The Secretary presented a communication from the Palisades Improvement Association again calling attention to the unsightly means used by the State Highway Commission for designating State property on Bluff Road by the erection of wire fences and signs, and suggesting that some other method be used for this instead of that employed. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the Secretary inquire as to what suggestions they would have for the marking of State property other than by the fences as already there.

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Route 18-North, Section 1, Alpine

The Secretary presented a communication from Mr. Leo E. Schwartzstein, President of the Westchester Ferry Corporation, urging the improvement of Route 18-North in the Borough of Alpine, and stating that he understood that the New York State Highway Commission was prepared to proceed with the work. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and the Secretary was directed to advise Mr. Schwartzstein that the Commission was in communication with the New York authorities and will proceed at the earliest possible moment.

Maps

The Secretary presented a communication from the General Drafting Company of New York, requesting information as to whether the Commission will continue to distribute maps and also that they be given an opportunity to furnish the same. On motion by Mr Jelin, seconded by Mr. Stewart, the communication was ordered received and a form of map was ordered prepared in order that the Commission may undertake the publication of same later if desired.

Request for Hearing-Sussex County

The Secretary presented a communication from Mr. Harvey Snook, County Engineer of Sussex County, requesting an opportunity to appear before the Commission regarding Sussex County improvement. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be granted Mr. Snook for Tuesday, January 27th at Trenton.

Construction Program-1925: Route 15, General.

The Chairman requested information from the Commission as to the disposition to be made of a request made by Senator Bright for the inclusion of a section of Route 15 in the 1925 road program. State Highway Engineer Sloan advised the Commission that he was giving serious consideration to the elimination of the Bridgeboro Bridge on Route 2 from the 1925 program and substituting therefor the inclusion of a section of Route 15 in Cape May County and also in Cumberland County at Port Elizabeth. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that Senator Bright be advised that in the event the Commission considers certain bridges to be safe enough for traffic during the next construction season, it may be possible to include additional roads in this program by the transfer of funds.

On motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was recessed for luncheon. Commissioner Kidde advised that due to important business it was necessary for him to leave at this time. The meeting was resumed at 2:30 P. M. with Chairman Scott, Percy H. Stewart and Abraham Jelin present.

Route 4 Alignment, Perth Amboy

The Secretary advised that Mr. Frank R. Valentine of Woodbridge, New Jersey, had made a request for a hearing on this day and he was now present. On motion, duly seconded, a hearing was granted. Mr. Valentine appeared and stated that from the plans for the extension of Route 4 on the line of Cleveland Avenue to the New Amboy Bridge, it would carry the road over a part of very valuable "spar" deposits of his company and would necessitate his company losing considerable money if the road was placed so that no digging could be done in the vicinity of the road. He suggested that the roadway be shifted so that it would be directly on the line of his property and thereby considerable damage would be removed. He also called attention to the fact that he would suggest a change in Woodbridge at his home where he was willing to give certain property to the State in order that a corner might be made more safe for traffic. State Highway Engineer Sloan advised that it appeared that this change would have to be made and he would recommend the acceptance of the proposition of Mr. Valentine when that part of Route 4 is improved. Chairman Scott informed Mr. Valentine that the jurisdiction of the State Highway Commission is limited as to any changes that might be made in the alignment of State highways, and it may not be possible altogether to align Route 4 in the manner as suggested by him, but a thorough investigation would be made of the entire matter before anything definite was determined.

Entrance Road,
Bridge Boulevard-Camden

The Secretary informed the Commission that Mayor King of Camden and Commissioner Sherrerd were present to discuss the matter of the

Camden Extension to the new bridge. On motion, duly seconded, a hearing was granted. Commissioner Sherrerd reported to the Commission that by the elevation of Federal Street there would be buried an old sewer and a thirty inch water main which the city authorities believed should be taken care of and moved out of the way in order that should any break occur when the fill is placed over that particular section, it would not be so difficult to reach the pipes and repair same. He requested information as to what the State would do to assist the City in replacing these pipes. State Highway Engineer Sloan informed the Commission that he believed the old sewer line should be replaced in this particular location with new pipes and that this work was reasonably part of the contract of the State Highway Commission when the construction work was being carried on at this point. As to the water main, he stated that he believed that inasmuch as this was for the City's benefit, the City should take care of it all if possible. Mayor King stated that this was a contingency which the City authorities had not taken into account and while they believed the pipes could still stand where they were, it would be more beneficial to the construction if they were replaced and also to the City Water Department if access to the pipes was more easily obtained. After further discussion, State Highway Engineer Sloan recommended to the Commission that the State furnish the necessary sewer work and also contribute $1,000.00 to the cost of a connection for a bypass in this section, and that the City of Camden shall furnish the pipe and the State will have the same installed under the boulevard when the construction work is taking place. On motion by Mr. Jelin, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved.

State Highway Engineer Sloan advised the Commission that it was very essential that some decision be reached as to the adoption of line "B" or "C" for the entrance road in order that plans and specifications might be prepared and the work advertised. Mayor King advised the Commission that he was, at the present time, in negotiations with the Keystone Leather Company and the Public Service Corporation and he believed that there should be something definite within the next few days. He advised that he would take this matter up with Mr. Giffin and move some definite response.

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Crescent Boulevard

State Highway Engineer Sloan presented to the Commission plans for a section of the proposed Crescent Road from Merchantville to the Entrance Road and inquired whether the Commission desires to give a hearing to all interested parties in the near future. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that a public hearing be held in Trenton on Tuesday, February 3d, on the matter of the Crescent Road improvement between Route 2 and the entrance boulevard.

Right of Way-Route 2.

The Secretary presented a report from Assistant Attorney General DeVoe relative to condemnation awards and approved the following recommendations of Mr. DeVoe. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award as made to Kazimerz Czepiel on Route 2, Section 4, in the amount of $500.00.

Right of Way-Route 7.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award as made to J. Adelard Ouimet on Route 7, Section 2, in the amount of $25.00.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award as made to T. Tasso Fisher on Route 4, Section 20, in the amount of $2,500.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that in the case of Annie Cramer on Route 4 at the Bass River Bridge, that condemnation proceedings be pushed forward at the earliest possible moment.

Right of Way-Route 7.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award as made to Walter Fletcher on Route 7, Section 3, in the amount of $775.00.

Right of Way-Route 5.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award as made to the Bochman Spring Company

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Right of Way-Route 7.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award as made to Walter Fletcher on Route 7, Section 3, in the amount of $775.00.

Right of Way-Route [illegible].

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award as made to the Bochman Spring Company on Route 5, Section 13, in the amount of $[illegible].00

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award as made to Dorcan Schernce on Route 5, Section 13, in the amount of $300.00.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award as made to Frank Dominick on Route 5, Section 13, in the amount of $800.00.

The schedule of business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer.

Route 1 Extension, Jersey City.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on account of borings as made on Route 1 Extension at Jersey City.

Lighting-Albany Street Bridge

There was presented to the Commission a report on the matter of lighting of the Albany Street Bridge, in which the State Highway Engineer recommended that in view of the fact that the Public Service Corporation contends that they are no longer obligated to light this bridge, that the State install the necessary lighting fixtures on the bridge and advise the authorities of New Brunswick and Highland Park that if they desire the bridge lighted, they may light same at their own expense.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Jelin be authorized to call a conference between the authorities of New Brunswick and Highland Park and the Public Service Corporation, in order that a plan may be worked out for the lighting of the Albany Street Bridge and the Highland Park Hill, which is adjacent to the bridge.

Route 15, Section 4.

The State Highway Engineer presented a statement and report showing the divisions of cost of the City of Millville and the State Highway Department covering work done on Route 15, Section 4. In this report it was stated that certain work was done in the City of Millville, and the right was retained to determine in the courts, whether the Cumberland & Millville Traction Company was liable for the paving of tracks. On motion by Mr. Stewart, seconded by Mr. Jelin

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the State Highway Commission directed that all the papers in this connection be forwarded to Mr. DeVoe in order that he may present same to the Attorney General for attention.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #27 on Route 14, Section 8, from Frances M. Rice and Julius [illegible] Sutton, for the consideration of $44.79, the owners to reset fences at their own expense.

Right of Way-Route 15

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #3 from Elizabeth S. & David L. Mayhew, for the consideration of $50.00, and of Parcel #4 from J. Roy Oliver, et ux, et al, for the consideration of $20.00, both parcels being on Route 15, Section 7-A.

Employments

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ratified the following changes and additions in employments as made by the State Highway Engineer since the last meeting of the Commission:

Employed

1-15-25	Geo. H. Bohlenger,	Senior Clerk	$115.00 mo.
1-16-25	Herman J. Hooper,	Gravel Patrolman	85.00
1-16-25	John Acton,	Maint. Man	100.00
1-15-25	Samuel E. Bullock,	Asst.Civ.Eng.	165.00
1-15-25	A. W. Moore,	Title Searcher	150.00

Increased

1-1-25	F. C. Claus,	Res. Eng.	$240.	to	$275. mo.
2-15-25	R. G. Fadde,	Auditor.	145.	"	160.
1-16-25	Wm. Umberger,	Br. Detailer	165.	"	175.
1-1-25	Norman Lister,	Senior Clerk	115.	"	125.
2-1-25	Wm. Campbell,	Adm. Clerk,	200.	"	250.
2-1-25	Clyde Case,	Prin. Clerk	145.	"	160.

Discontinued Employments

1-9-25	Lewis Bernasco,	Stock Clerk,	Resigned
1-17-25	John Shellenberger,	Rodman,	"
1-1-25	A. L. Hilaman,	Bridge Tender,	"
1-15-25	Walter F. Kelly,	Title Searcher,	Discharged
1-31-25	Harry Johnson,	Jr. Insp.	Laid Off
1-31-25	E. S. Scollan,	" "	" "

Township Aid-Ocean County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted and authorized final payment to be made on 14th Street, Lakewood Township, Ocean County, Township Aid.

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Sullivan Way, Mercer County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission accepted and authorized final payment to be made on Sullivan Way, Mercer County, Motor Vehicle Aid work.

Township Aid-Morris County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time of 45 days on Dover-Mount Freedom Road, Section 1, Randolph Township, Morris County.

Township & Borough Aid-Monmouth Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the request of Wall Township, Monmouth County, for the insertion of a price of $14.00 per eight hour day for Fordson Tractor in the price agreement as previously approved on Rams Horn Road.

Township Aid Transfer.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the transfer of $1200.00 from Cape May Court House-Biddle Creek Road to Wildwood Junction Road, both in Middle Township, Cape May County.

Federal Aid-Route 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid project statement for Route 5, between Denville and Delaware.

Reckless Place, Red Bank

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the extension if time of 25 working days on Reckless Place, Red Bank, Monmouth County, Motor Vehicle Aid work.

Traffic

State Highway Engineer Sloan presented to the Commission for its information and suggestions a copy of a letter to be forwarded to the Governor of New Jersey by the Special Committee studying traffic problems of the Philadelphia metropolitan district, as to this traffic problem. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the form of letter as presented by the State Highway Engineer.

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Right of Way-Route 11

Commissioner Jelin advised in the matter of the property of Harry Corb on Route 11, Section 8, at Nutley, he had received a telephone call from Mr. Corb to the effect that there was a possibility that the matter might be settled with the State during the week, but he had not had an opportunity to again see Mr. Corb.

On motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was adjourned at 4:30 P.M. to meet in regular session again on Tuesday, January 27, 1925, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - January 27, 1925

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, on Tuesday, January 27, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman,
Hon. Percy H. Stewart,
Hon. Walter Kidde,
Hon. Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of December 2nd and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of December 9th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of December 16th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Accidents-Albany Street Bridge

Commissioner Jelin reported a very serious accident on the Albany Street Bridge at New Brunswick, which he believed called for further details in connection with the widening construction of the bridge, in order that such accidents may be prevented in the future. State Highway Engineer Sloan informed the Commission that in reconstructing the roadway on the bridge the grade of the pavement was raised, thereby reducing the height of the sidewalk curb by several inches below that on the old construction, and he advised the Commission that the construction of a curb parapet or headwall on the Albany Street Bridge was possible at an estimated cost of $5000.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this work be completed as part of the existing contract for the widening of the bridge.

Route 6, Woodbury

The State Highway Engineer informed the Commission that Senator Davis and Assemblyman Stratton of Gloucester County were present and desired to confer with the Commission for a few minutes. Senator Davis inquired concerning the reconstruction of Route 6 through

Woodbury, especially as to when this work would be undertaken. The Secretary informed the Commission and the Senator that correspondence had been under way with the Public Service Railway Company for a considerable period of time concerning this matter and that we had been informally advised by the railway company that a decision was about to be reached as to just what the nature of the work would be at Woodbury. State Highway Engineer Sloan informed the Commission that the actual work could be gotten under way as early as possible in the Spring.

Legislation;
Township Aid-General.

Assemblyman Stratton advised that he has been asked to introduce a bill looking toward the increase of township aid in the State from $25,000.00 to $40,000.00 a year to the townships in each county, and also provide that townships shall make their recommendations to the Board of Freeholders instead of direct to the State Highway Commission. Commissioner Jelin stated that he believed that the law, as at present existing, was passed with the express desire of bringing the township applications direct to the State Highway Commission in order to avoid any discriminations by the Freeholders in the presentation of the same to the State Highway Commission. Commissioner Kidde stated that he believed any increase in township aid should not be made until there was provision made for an increase in the income derived from the Motor Vehicle funds, due to the fact that in preparing estimates on State Highway and County improvements the basis used was the fact that the funds at present coming to the State Highway Commission will not be disturbed.

Request for Aid-Cumberland County

The Secretary informed the Commission that Mr. Roscoe Ward, County Counsel for Cumberland County, and Freeholder Campbell, together with County Engineer Shapr, were present in the interest of securing State Aid on the completion of the road from Bridgeton to Bivalve. On motion, duly seconded, a hearing was granted. Mr. Ward advised that approximately eight miles of this road have been completed with Federal Aid and there still remains eight and one-half miles to be completed. He explained the vast amount of business done by the oyster industry at Bivalve on Maurice River Cove and urged the completion of this road as a means of better marketing conditions to this entire section of Cumberland County. He advised that the estimated cost of the work was $175,000.00, and the County stood ready to share equally with the State in whatever amount the State would share for the work. He advised that the County of Cumberland would not be able to place a hard surfave pavement in the County unless there was some substantial aid from the State. Mr. Ward then advised that if the Commission saw fit they would separate this work into a two year program. Chairman Scott informed the delegation that the Commission was very sympathetic and would study the situation and would make an effort to give some aid to the County.

Material-Cement;
Hearing-Edison & Alpha Cement Companies

The Secretary informed the Commission that a hearing had been requested by representatives of the Edison Portland Cement Company and the Alpha Portland Cement Company, and they were present at this time. On motion by Mr. Kidde, seconded by Mr. Jelin, a hearing was granted. There appeared Mr. Cose, Vice President of the Edison Portland Cement Company with Mr. Wilnack, his Chemist, and Mr. Coogan, Vice President of the Alpha Portland Cement Company, with Mr. Anderson, his Chemical Engineer. State Highway Engineer Sloan informed the Commission that tests as made in the State Highway Laboratory developed the fact that a very large amount of the cement being used on State highway construction was furnished by a company which was not giving the State a cement of quality as good as that furnished by the average producers of this section of the country, and he advised that the present standard of requirement was that the tensile test shall show 200 pounds in seven days, and 300 pounds in twenty-eight days. The cement company, however, which he had in mind; namely; the Edison, was not producing a satisfactory product to the Department on account of the fact that rejections by the Laboratory had been very numerous.

Mr. Coogan addressed the Commission and stated that while his company was a competitor of the Edison Company, he was a close personal friend of Mr. Cose and desired to present his views as regards the production of the Edison Portland Cement Company. He admitted that due to difficulties encountered in the management of the Edison Company's plant during the past several years, that the business was not conducted in a proper manner, but he stated that under Mr. Cose's management the chemical branch of the business had been changed and at the present time there existed machinery and equipment indentical with that contained in any other high class cement plant. He extended an invitation to the State Highway Commission to make an inspection of the Edison Portland Cement Company with the Department Chemists, then to inspect the plant of the Alpha Portland Cement Company in order that it might be determined that the methods of operation in both plants are identical.

Mr. Cose next addressed the Commission and stated that he would reiterate what Mr. Coogan had said and he also advised concerning its management and chemical department which existed up until January 1 of this year, when new chemists were secured. He assured the Commission that honest efforts would be made and could be made to give the Commission the standards required.

Chairman Scott inquired what grounds the State Highway Commission would have to believe that the cement to be produced by the company in the future would be better than that which was produced in the past. State Highway Engineer Sloan informed the Commission that it was his purpose to arrange in some manner to raise the standards required for cement in the State of New Jersey, which thereby would require that the Edison Company raise the standard of its product so as to be at least as good as that of the average company. Both the Chemists for the Edison and Alpha companies argued against raising the present standards; first, because of the fact that this would disrupt the standard as prepared by the American Association for Testing Materials, and secondly, from the fact that it would involve considerable scientific study before the cement companies could be assured that a cement of greater tensile test would give as good results as the present cement produced. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered held for future consideration.

High Point Park Road;
Sparta-Woodport Road.

The Secretary informed the Commission that a hearing had been requested by Sussex County Board of Freeholders to discuss the completion of the Sparta-Woodport Road, and that Mr. Meyers, Director of the Board, and County Counsel, Judge W. T. Kays, together with members of the Board of Freeholders and citizens from Franklin, Ogdensburg and Newton were now present. On motion, duly seconded, a hearing was granted.

Judge Kays, acting as spokesman, informed the Commission that the County of Sussex had under contract the concrete paving of the Sparta-Woodport Road to a width of ten feet and this work was now going forward. He informed the Commission that in view of the importance of this road as a direct county improvement, the Board of Freeholders desired that the Commission aid the County in the completion of another ten feet in width on this road, making a total of twenty feet. He informed the Commission that County Engineer Snook was delayed by the storm and could not reach Trenton with the delegation, but he understood that the total distance was three and two-thirds miles and that the estimated cost for the ten foot width would be approximately $80,000.00.

Commissioner Kidde inquired from Senator Kays as to what action the County of Sussex has taken toward the improvement of the High Point Road. Senator Kays advised that while the State Highway Commission had granted $165,000.00 toward this improvement, the County did not feel that it could afford, on its present bonding capacity, to set aside an additional $200,000.00 for this improvement, although it was intended by the County to put a penetration macadam pavement on that section between Sussex and Coleville. Commissioner Kidde stated that he had understood that the County of Sussex had entered into an agreement with the State, whether written or oral, whereby they would undertake this improvement if the State should offer as much funds from the Motor Vehicle Account as had been promised to the County from Federal Aid. State Highway Engineer Sloan explained that it was the original purpose when applying for Federal Aid to complete this work with shale but the government asked a guarantee that the County would, on demand in the future, place a hard surface pavement on the road; this the County was unwilling to do and therefore the Federal Aid was revoked and State funds substituted therefor.

He informed the Commission, however, that there was no written agreement on the part of the County to proceed with the improvement. Upon inquiry, Director Meyers stated that he could not say whether the Board was in favor of the High Point Road. Commissioner Kidde stated that he believed the High Point Road would be beneficial to Sussex County in bringing in people from all sections of the State and that the Board should consider the improvement as soon as possible, and that unless some action is taken the State should reapportion the funds as set up for this improvement, in order that they may be put into the road improvement.

The President of the Board of Trade of Newton who was at the meeting called the attention of the Commission to the importance of the Sparta-Woodport Road as a commercial route for Sussex County, and urged the apportionment of State funds. Chairman Scott informed the delegation that the State Highway Commission would give serious consideration to the problem presented and would advise at a later date as to the action.

Main Street, Matawan,
Motor Vehicle Aid-Monmouth County.

The Secretary informed the Commission that County Engineer Allen and Freeholder Borden of the Monmouth County Board of Freeholders were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Allen appeared and informed the Commission that his Board was ready to proceed with the improvement of Main Street, Matawan, which was a continuation of the Old Bridge-Matawan Route, forming a main line highway through Monmouth County, and he requested that the Commission grant aid on this work to the County, since this was the most important county improvement on which State Aid would be requested. He estimated the total cost to be $97,000.00. After further discussion, Commissioner Jelin moved that the sum of $25,000.00 be allotted from the Motor Vehicle Reserve Account to Monmouth County as aid on this road. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 11

The Secretary informed the Commission that Mr. and Mrs. Harry Corb, owners of property on Route 11, Section 8, Nutley, were present in response to an invitation from Commissioner Jelin, in order to close negotiations on their property. Commissioner Jelin advised the Commission that during the past week he had further negotiated with Mr. and Mrs. Corb and that they were now willing to accept $7,500.00 from the State in full payment for their property, provided the State will pave the sidewalk on the West side of the road and that Mrs. Corb be permitted to remove such trees and shrubs from the property as possible before the construction is started. He recommended and moved that this property be purchased under these conditions. This was seconded by Mr. Stewart and adopted.

The Commission then recessed for lunch at 1:30 P.M. as the guests of State Treasurer William T. Read, who was re-elected by the Legislature for a term of three years. The meeting was reconvened at 4:00 P.M. with the same members present as at the morning session.

Motor Vehicle Aid-Burlington County:
Request for Aid - " "

The Secretary informed the Commission that a hearing had been requested by the Board of Freeholders of Burlington County, and there were present Senator Roberts, Director of the Board of Freeholders Stout, and County Supervisor of Roads MacFarland. Mr. Stout advised that the County of Burlington has a road improvement program in contemplation, but same will require considerable more financing than is at present possible for the County to meet. The first and most important road was the Church Road from the Camden County line to the crossroads on the Medford-Mount Holly Road. He advised that this road carried a very heavy traffic and it was proposed to place a penetration macadam pavement thereon at a cost of $144,000.00 for the entire length of nine miles. He advised that the County has available $36,000.00 toward this improvement and request was made for the balance from the State.

Secondly, Mr. Stout asked for aid on the Madonic Home Road, a township road running from Route 2 to the Masonic Home. He advised that this road was subjected to very heavy traffic at week ends and was in need of reconstruction. The estimated cost of the work was placed at $38,000.00 toward which the County has $12,000.00 set aside. Senator Roberts stated that he was interested in both of these roads for the Board of Freeholders and he stressed the point that the County was a very large one and the Board of Freeholders was doing its utmost to give to the County a large mileage of improved roads at a minimum expense. He asked that the Commission grant such aid as it could. Commissioner Kidde inquired whether it would be possible to complete this work in a two year program. Director Stout advised that approximately five miles of the Church Road on the lower end could be done this year and that the balance could be held over for the following year if the Commission could not see its way clear to offer aid on the entire improvement. Commissioner Kidde expressed favorable consideration for this road, in view of the fact that it is one on which there is a great deal of maintenance and any type of improved surface would reduce the maintenance charges in the County. He suggested that the County undertake this work in a two year program and moved that the sum of $30,000.00 be allotted from the Motor Vehicle Reserve Account to Burlington County for the improvement of one-half the Church Road. This was seconded by Mr. Stewart and adopted. As to the Masonic Home Road, Commissioner Kidde suggested that this work be undertaken through application by the township in which it is located, to be given consideration along with the completion of the Chatsworth-Barnegat connection from the Township Aid account after July 1st.

Crescent Route, Camden

The Secretary presented a communication from Senator Woodruff of Camden County, advising that the Township of Pensauken and the Borough of Merchantville which are directly interested in the hearing to be held next Tuesday on the alignment of the Crescent Route from Merchantville to the Entrance Boulevard to the new Camden Bridge, had employed Mr. J. C. Remington as their engineer and he understood from Mr. Remington that he contemplated a two weeks trip to the South, which would make it impossible for him to be present on the next Tuesday. He asked that, if possible, the hearing be postponed for two weeks. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that Senator Woodruff be advised that State Highway Engineer Sloan will be very glad to take any reports from Mr. Remington prior to the meeting in Trenton and before he goes away, but the Commission feels that in view of the fact that it has been urging the City of Camden to move forward quickly it is not justified in postponing the hearing as arranged.

Invitations.

The Secretary presented a communication from the Traffic Club of Newark, extending an invitation to the State Highway Commission to be the guests of the club at its 15th Annual Banquet, to be held at the Newark Athletic Club on February 4th. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the invitation be accepted on behalf of Messrs. Kidde, Stewart and Jelin, since Chairman Scott will not be able to attend.

Conventions

The Secretary presented a communication received by Chairman Scott from Mr. J. A. Rountree, Director General of the U. S. Good Roads Association, inviting the Commission to attend the 13th Annual Convention to be held at Houston, Texas, on April 21st to 26th, 1925. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the communication be received and placed on file, and that they be advised that if it is possible for anyone to represent the Commission at that time, they will be advised in time.

Shore Relief Route

The Secretary presented a communication received by the Chairman from Mr. Louis T. Dougherty of Spring Lake Beach, commenting on the proposed location of a new highway as a relief route to shore traffic via the new Shark River Bridge. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be accepted with thanks to Mr. Dougherty for his courtesy, and that he be advised that his suggestions will be given a thorough study.

Right of Way-Route 4.

The Secretary presented a report from Assistant Attorney General F.W.DeVoe, advising that in the case of condemnation of Emma M. Townsend property on Route 4, Section 9, he has been informed by Mrs. Townsend and her husband that they would take the appraisal of the State in the amount of $917.40 for such property as the State requires. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the payment of $917.40 to Emma M. Townsend as recommended by

Mr. DeVoe and directed that condemnation proceedings be dropped.

Request for Aid-Cape May County

The Secretary presented a resolution from the Board of Freeholders of Cape May County again restating their request for aid to the extent of $25,000.00 toward the improvement of the Cape May Point Boulevard, estimated to cost $100,000.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that this request be placed with those received from other counties in order that it may be considered along with the others.

Request for Aid-Ocean County

The Secretary presented a resolution from the Board of Freeholders of Ocean County, requesting the Commission to aid the County to the extent of 50% of the cost of the construction of approximately seven miles of the Lakewood-New Egypt Road. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this communication be received and placed with those received from other counties. It was suggested that Ocean County was to have so large a State Highway Construction Program that it may not be possible to allocate any additional funds from the State Highway Department to that County during this year.

Signals

The Secretary presented to the Commission information concerning the requirements complained of by the Borough of Keyport with reference to the erection of a traffic signal in Keyport. On motion by Mr. Stewart, seconded by Mr. Jelin, this report was ordered received and placed on file.

Proposed New Routes

The Secretary presented a communication from Mr. E. L. Smith of the Union-Middlesex County Farmers' Cooperative Association, Inc., and the North Raritan Improvement Association, suggesting a line for a new highway between New Brunswick and Newark for the relief of congested traffic conditions, together with a map showing such congested lines. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered the communication acknowledged with the advice that the Commission has already given the suggested line considerable study and his letter will be filed for future consideration.

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Conventions-
A.H.O.N.A.S.

The Secretary directed the attention of the Commission to the coming Convention of the North Atlantic States Association and requested information as to what procedure for expenses would be followed at this Convention. He explained that the procedure in previous years was to pay the expenses of men coming in to the Convention from outside assignments a flat rate for two day's expenses plus railroad fare. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the same arrangements as to the approval of expenses to the Convention be promulgated as were in effect in previous years.

Right of Way-Route 18-North.

Commissioner Kidde reported that he had taken up the matter of right of way through the Phelps Estate with Major Welsh, and suggested that plans be prepared for the proposed Route 18 through the Phelps Estate, showing the exact right of way location and the right of way required. He stated that Major Welsh believed that if the Commission would lay out this proposed road on a map, it would be possible to secure as much width of right of way as desired, together with such widening on the cliffs as might be required for a turnout. He further suggested that a letter be written to the Trustees of the Phelps Estate, advising that the Commission would be agreeable to entering into an agreement whereby the Highway Commission would make assurances that no objectionable obstructions would be placed in the roadway and that the road will be kept in good repair and that entrances will be placed for the property owners on the said road; and further that the State Highway Commission will place a protecting wall along the edge of the cliff. After considerable discussion as to the advisability of the Commission entering into an agreement with the Phelps Estate under these conditions, Mr. Stewart moved that the matter be referred to the State Highway Engineer for the preparation of a plan and a proposed form of agreement to be entered into, said agreement to be presented to the Commission for its approval at an early date.

The Schedule of Business was next taken up, item by item as follows, with the recommendation of the State Highway Engineer:

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Right of Way-Route 3.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 11, Berlin-Hammonton:

Parcel	# 7,	Jacob Wuertz,	consideration	$335.00
"	8,	Leonard Reed,	"	200.00
"	9,	H. E. Seibert,	"	200.00
"	10,	Emanuele Mancuso,	"	13.00
"	12,	Anthony Rice,	"	100.00

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 8, Swainton-Ocean View:

Parcel	#28,	Humphrey Ludlam,	consideration	$ 40.00
"	38,	Thomas Kates,	"	45.00
"	46,	Julia Hildreth & Helen Riley,	"	150.00
"	50 & 51,	Everett B. Townsend,	"	15.00
"	60,	H. V. Rogers,	"	50.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the Parcel #12 on Route 14, Section 9, from Anthony Siep, for the consideration of $200.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 10, Seaville-Petersburg:

Parcel	# 2,	Edna C. Riggins,	consideration,	$ 14.40
"	21,	Peter Schuse,	"	675.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe:

Parcel	#34,	Fred Grant, et als,	consideration,	$ 27.50
"	72,	Lillian F. McKenna,	"	150.00

Right of Way-Route 15.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 15, Section 7-A, Port Elizabeth Cut-off:

Parcel	#2,	Jos. E. Smiley, et ux,	consideration,	$ 10.00
"	6,	Mortimer & Harriet E. Henderson,	"	3500.00

Right of Way-Route 16.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following parcels of

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property on Route 16, Section 8, Harlingen Cut-off:

Parcel # 3,	Virginia M. Beekman & Marie L. Manners,	consideration	$ 90.90
" 3A,	ditto	"	3036.35

Right of Way-Route 8.

On motion by Mr. Stewart, seconded by Mr. Kidde, the question of approving a "License" agreement with the Erie Railroad Company for the construction of the Pompton River Bridge on Route 8 at M. P. 9.1, was ordered referred to the Attorney General with the request that he advise as to whether the Commission can condemn against the railroad in this matter.

Right of Way-Route 7.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $9061.80 be made to Mr. John C. Hastie for Parcels Nos 13, 16, 23, 26, and 27 on Route 7, Section 3, this figure being the value as set by the appraisers on this property, and in the event of failure to accept the same, that condemnation proceedings be entered into.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $5811.54 be made to Gustave A. Harms for Parcel #20A on Route 7, Section 3, this figure being the value as set by the appraisers on this property, and in the event of failure to accept the same that condemnation proceedings be entered into.

Right of Way-Route 4, Perth Amboy

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the matter of improvement of Route 4 in the City of Perth Amboy on the approach to the new Amboy Bridge, be referred back to the State Highway Engineer with the request that he communicate with the property owners on the new alignment in order to ascertain from them what their attitude will be toward the adoption of this line and the probable cost for the right of way for same, and that a report as to this matter be presented to the Commission for determination.

Reimbursement-Salem County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Board of Fre-holders of Salem County be advised that the amount of money available for the payment of reimbursement claims to the counties is necessarily restricted through having been certified to the State Comptroller, and on this account the Commission is unable to accede to their request for an increase in the amount to be paid to Salem County on its 1925 Reimbursement Schedule, the Commission having heretofore adhered strictly to the Schedule as agreed to and it being felt that any change would involve a serious disarrangement of the funds.

Penns Neck Bridge, Motor Vehicle Aid-
Salem County.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission granted an allotment of $25,000.00 from the Motor Vehicle Reserve Account of 1925 to Salem County to be applied as the State's share of the cost of reconstructing the Penns Neck Bridge in Salem County.

River Road, Middlesex County - MV Aid

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission granted an allotment of $55,000.00 to Middlesex County from the Motor Vehicle Reserve Account of 1925, to be applied as the State's share of the cost of the construction of the remaining portion of the River Road between New Brunswick and Bound Brook, including the connection to the Landing Bridge, it being understood that the plans, specifications and alignment will be presented to the Commission for approval before the work is proceeded with, and the Secretary was directed to record that in view of the fact that there has been a desire on the part of Somerset County to complete the Easton Turnpike, which will carry traffic in the same manner between New Brunswick and Bound Brook, that this decision has been made in view of the fact that the Somerset Road will entail an expenditure of $300,000.00 and that the funds of the State are not sufficient at this time to warrant the expenditure in any one county of any great sum; also in the case of the Middlesex County road, the allotment will cover a road which is already two-thirds finished. In Somerset County the road has not yet been undertaken and further the Easton Turnpike will of necessity be carried directly through the centers of traffic in the municipalities of Bound Brook and New Brunswick, while the River Road in Middlesex

County will furnish a connection for Routes 1, 9, and 13, without in any way interfering with local traffic situations in either of these municipalities.

Rieglesville-Warren Glen Road

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the amount of $2,000.00 as originally set up to cover inspection service rendered to Warren County on the Rieglesville-Warren Glen Road, be increased to the amount of $2,229.29, this later figure being the actual cost of the work.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes, etc. as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

1-16-25	Sigmund J. Sadouski,	Senior Draftsman	$165.00 mo.
1-16-25	Matthew Korpi,	Eng. Draftsman	125.00
1-16-25	H. W. Clifford,	Rodman	75.00
1-26-25	L. F. Seale,	Title Searcher,	150.00
1-26-25	B. A. Ward,	" "	150.00
2-1-25	George P. Dunn,	Eng. Draftsman	135.00
1-20-25	D. Ellet,	Bridge Detailer	150.00
1-20-25	R. H. Schneider,	Asst. Civ. Eng.	165.00
1-16-25	Irvin W. Sanford,	Junior Engineer	125.00

Discontinued Employments

2-1-25	F. W. Grady,	Inspector	Laid Off
2-1-25	W. J. Fitzpatrick,	Jr. Insp.	" "
2-1-25	Wm. J. Hampton,	" "	" "
2-1-25	H. [illegible] Storer,	Hgwy."	" "
1-20-25	Thomas H. See,	Res. Eng.	Resigned
1-24-25	G. B. Krayer,	Rodman,	"

Federal Aid-General; Legislation

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the letter from Mr. W. C. Markham concerning Federal Aid, with special reference to the Dowell Bill H. R. 4971, be referred to the Chairman for appropriate action, should any action be deemed necessary thereon.

Federal Aid-Route 2, Bordentown-Trenton

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of project statement for Route 2, Trenton to Bordentown.

Phillipsburg-Belvidere, Section 1

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an extension of time of 16 working days from November 10,

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to December 1, 1924, on the contract of Charles T. Kavanagh for the construction of the Phillipsburg-Belvidere Road, Section 1, Warren County, Federal Aid Project #43.

Township Aid-Bergen County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted the completed work on Crescent Avenue, Section 1, Franklin Township, Bergen County, Township Aid, and authorized final payment thereon.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted the completed work on Clinton Avenue and part of Railroad Avenue, Franklin Township, Bergen County, Township Aid, and authorized final payment thereon.

Passaic River Bridge.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted the completed work on the repair of the Passaic River Bridge, fenders, on Route 1 at M. P. 56.7 and authorized final payment thereon.

Right of Way-Camden Bridge Approach, Entrance Boulevard

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the State Highway Engineer proceed with the obtaining of an additional appraisal on the property required for right of way on the Camden Bridge Approach Boulevard.

Material-Cement; 1925 Construction Program

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the following item be included in the construction program for 1925:

> "The requirement for Portland cement on all State highway work shall conform with the standards as existing in the specifications, the Engineer reserving the right to request a minimum strength on seven days test of 250 pounds and for a twenty-eight day test 350 pounds; the contractor, before placing an order for cement, shall submit the name of the company and obtain approval thereof in writing from the State Highway Engineer.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting adjourned at 7:00 P.M. to meet in regular session again on Tuesday, February 3, 1925, at 10:00 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - February 3, 1925.

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, February 3, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman,
Messrs. Walter Kidde and Abraham Jelin.

Absent: Mr. Percy H. Stewart, on account of death in family.

Minutes

Commissioner Kidde advised that he was prepared to approve the minutes of a number of meetings and inquired whether approval could be given to the minutes of the meeting of December 17, 1924, which covered the meeting held in Jersey City. Chairman Scott suggested that there be no further approval of the minutes until Mr. Stewart could be present.

Right of Way-Route 1 Extension

State Highway Engineer Sloan informed the Commission that he had been in conference this morning with Mr. Hallett, Attorney for the Ault & Weiberg Company of Jersey City, an ink producing plant which is directly on the line of the viaduct in Jersey City, and Mr. Hallett had advised that his company has an investment representing $500,000 and would require at least ten months within which to make any change of location. The State Highway Engineer further informed the Commission that he had advised Mr. Hallett that the Commission was in no position to give definite information on this matter until it had been further investigated and Commissioner Jelin suggested that Commissioner Kidde and the State Highway Engineer make an investigation of the plant of Ault & Weiberg Company in order to be familiar with the situation when it comes before the Commission.

Crescent Boulevard, Camden

The Secretary informed the Commission that notices had gone out for a hearing to be given to all interested parties in the matter of the alignment of the proposed Crescent Route around Camden, as lying between the present State Highway Route 2 and the Entrance Boulevard to the new bridge in Camden, to be held at 2:00 P.M. this day.

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Traffic Studies-Phila. District

The Secretary presented a communication referred to the Commission by Governor Silzer, transmitting a letter received by him from Samuel F. Wetherill, Jr., Chairman of the Committee on Regional Plan for the Philadelphia Metropolitan District, in which request was made that the State of New Jersey cooperate, through its Highway Department, by making studies of highway traffic problems of the metropolitan area of Philadelphia insofar as it affects the highway system of New Jersey. State Highway Engineer Sloan informed the Commission that he was a member of this Committee and that he had expressed his opinion at the meeting that the problems should be approached coordinately by all the states in the vicinity, because it was his feeling that the free flow of traffic as between states was in direct proportion to the traffic lines which were available in the respective states. Commissioner Kidde stated that he believed the solution of traffic problems in the heaviest congested areas was to be accomplished in the same manner as recommended by the Advisory Board over a year ago, and that it should be recognized that the State Highway Commission of New Jersey was the pioneer in affecting a comprehensive solution of this traffic problem which is now being taken up by other states and municipalities. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication from the Governor was ordered accepted, he to be advised that New Jersey would be very glad to give what cooperation it can to the movement.

Invitations

The Secretary directed the attention of the Commission to the fact that the Commission had accepted invitations to attend a dinner at the Newark Athletic Club on Wednesday, February 4th at 6:00 P.M.

The Secretary presented an invitation received by the Commission from the Lakewood Progressive Club, inviting the Commission to be their guests at Lakewood on Wednesday evening, March 4th at 8:00 P.M. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that these communications be accepted on behalf of Chairman Scott and Commissioner Jelin.

Route 3, Realignment-Absecon

The Secretary presented resolutions from the Real Estate Board of Atlantic City and from the Atlantic City Kiwanis Club, urging the adoption of the proposed new right of way for Route 3 at Absecon, parallel with the West Jersey & Seashore Railroad. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Proposed Routes

The Secretary presented a communication from Mr. Oberlin Smith of Bridgeton, New Jersey, suggesting the desirability of improving the road from Millville to Mays Landing for the convenience of tourists to Atlantic City. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that Mr. Smith be advised that the road is not a legislative route and there are no funds with which the Commission could undertake such a route at this time, and that his communication will be filed for future consideration.

Addresses-Major Sloan

State Highway Engineer Sloan advised that he had been requested by several luncheon clubs to make addressed at their noon meetings, and he had accepted these invitations and desired information as to whether the Commission looked with favor upon such practice. He was informed in the affirmative.

Right of Way-Route 2

The Secretary presented reports from Mr. F. [illegible] DeVoe, Assistant Attorney General, advising as to condemnation matters. In the case of Charles Heiser, the condemnation commissioners awarded $1500.00 as against the land owner's figure of $5000.00, and payment of the award was recommended. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission was awarded the payment of $1500.00 to Charles Heiser for property on Route 2, Bordentown-Trenton section.

Mr. DeVoe advised that the condemnation commissioners in the case of Patrick Martin on Route 2, had awarded the sum of $2250.00 for value of land and damages to the remainder, as against the land owner's request for $5500.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the award as recommended.

Mr. DeVoe further advised that in connection with the property of Patrick Martin, there was a tenant on the Martin property who had a claim for a large crop of corn which was destroyed. He advised that the condemnation commissioners heard his testimony sitting as an Arbitration Board, and fixing the damages to George Blaszgn at $300.00 and he recommended that this claim be allowed by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this claim be taken up with the Attorney General's Department to ascertain whether or not the damages as paid to the land owner would not cover the damage of the tenant.

The Schedule of Business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer.

Route 2, Section 4-A.

Plans and specifications were reported completed for Route 2, Section 4-A, Burlington Cut-off paving, and on motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED that the State Highway Commission does hereby approve of plans and specifications for the paving of Route 2, Section 4-A, Burlington Cut-off, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to make necessary advertisement for same.

Route 4, Section 27.

Plans and specifications were reported completed for Route 4, Section 27, Cedar Creek-Forked River section, and on motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 4, Section 27, Cedar Creek-Forked River section, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Secretary is directed to make necessary advertisement for the same.

Route 4, Section 28.

Plans and specifications were reported completed for Route 4, Section 28, Waretown-Barnegat section, and on motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 4, Section 28, Waretown-Barnegat section, and

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BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Secretary is directed to make the necessary advertisement for the same.

Trolley tracks-
Route 11, Section 10, Nutley.

There was presented a report from the Construction Engineer concerning the moving of the tracks of the Public Service Corporation on Route 11, Section 10, Washington Avenue, Nutley, in order to permit the proper improvement of this route. In this connection, it was indicated that in the section between the Nutley-Belleville Line and the center of the street in Nutley, there is involved the removal of the tracks of the Public Service Railway Corporation from the side to the center of the highway, and also the entire reconstruction of special track work leading to the "big tree" car house at Nutley. Negotiations have been entered into with the railroad corporation whereby they will agree to pay for the cost of the relocation of the straight tracks in an amount estimated at $12,547.00 provided the State Highway Commission will finance the corporation for this work over a period of three years at an annual rate of interest of 4½ percent, and without any contributions on the part of the corporation toward the cost of paving the area to be occupied by the new tracks. As to the relocation of special work leading into the car house, the Public Service Railway Corporation feels that this is special work and all the present special work must be discarded in any connections procured, which they believe should be at the expense of the State. Commissioner Kidde stated that he did not believe the Commission should be liable for the special work since all curved tracks are subject to being removed and changed after a very short period of life in any event. Commissioner Jeli[illegible] stated that he did not feel that the Commission should pay for more than the labor on any of the special work since it would be entirely favorable for the corporation to use the curve tracks and material for other locations, and he moved that the Commission approve the plan for financing the railway corporation as to the straight tracks but that further negotiations be entered into with the Public Service Railway Corporation looking toward the State assuming the responsibility for labor costs only on special track work and not for any new material that might go into the project. This was seconded by Mr. Kidde and adopted.

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Trolley tracks-
Route 5, Section 15.

There was presented a report from the Construction Division, advising of negotiations with the Public Service Railway Corporation for the relocation of the tracks to the center of the highway on Route 5, Section 15, between Irvington town line and Milburn Avenue in Maplewood, whereby the railway corporation is willing to furnish and install new track material at an estimated cost of $90,319.00 providing the State will finance the corporation over a period of three years with interest at the rate of 4½ percent. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of an agreement being formed along the lines of this recommendation and that the Chairman be authorized to execute the same on behalf of the State Highway Commission.

Route 17-General.

There was presented a report from the Construction Division advising of a study made of Route 17 between the Meadow Road in Rutherford and to the intersection with Route [illegible] at Essex Street in Hackensack; also transmitting comparative estimates on the basis for a new alignment in the amount of $1,111,[illegible].00 and for reconstructing on the present alignment at $1,502,[illegible].00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a copy of this report be forwarded to the Bergen County authorities with the request that at the time of the hearing with the State Highway Commission on Tuesday next, they be prepared to discuss this proposition with the Commission.

Abandonment-Routes Nos. 12, 4 & 5.

There were presented a number of portions of sections of State Highway, which, due to realignments on new construction, must be abandoned by the State, and on motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolutions for the abandonment of portions of sections of State Highway Routes:

> WHEREAS, the State Highway Commission has heretofore taken over as a State highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 12 from Paterson to Phillipsburg, by way of Little Falls, Pine Brook, Parsippany, Denville;

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thence over Route 5 to Budd Lake: thence to Washington and Broadway, and

WHEREAS, in the construction and improvement of the said State Highway Route 12, Section 2, from Denville to Parsippany, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of alignment, grades, etc. and

WHEREAS, upon the construction of the said route and section on the revised line, there remain certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 12, Section 2, as hereinafter described, be and the same are hereby abandoned as a part of the said State Highway Route 2, Section 2, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 236, Laws of 1919.

Portion No. 1:

Beginning at a point on the center line of the road as taken over between Route 5 and Pine Brook, said point being thirty-three (33) feet from the center line of the new road as constructed, opposite Station 37 plus 58 more or less: thence (1) in a southerly direction a distance of four hundred forty (440) feet more or less to a point: thence (2) still in a southerly direction a distance of one hundred twenty-three (123) feet more or less to a point; thence (3) curving to the left a distance of one hundred seventy-seven (177) feet more or less to a point; thence (4) in an easterly direction a distance of one hundred three (103) feet more or less to a point; thence (5) still in an easterly direction a distance of eighty (80) feet more or less to a point: thence (6) curving to the right a distance of one hundred nineteen (119) feet more or less to a point: thence (7) in an easterly direction a distance of one hundred five (105) feet more or less to a point on the center line as taken over, said point being thirty-three (33) feet from the center line of the new road as constructed opposite Station 47 plus 52 more or less.

Portion No. 2:

Beginning at a point on the center line of the road, as taken over between Route 5 and Pine Brook, said point being thirty-three (33) feet from the center line of the new road as constructed opposite Station 106 plus 30 more or less: thence (1) in a southeasterly direction a distance of ninety-five (95) feet more or less to a point; thence (2) still in a southeasterly direction a distance of one hundred eighty-two (182) feet more or less to a point; thence (3) still in a southeasterly direction a distance of one hundred three (103) feet more or less to a point: thence (4) curving to the left a distance of three hundred forty (340) feet more or less to a point; thence (5) in an easterly direction a distance of eight hundred forty-five (845) feet more or less to a point, said point being thirty-three (33) feet from the center line of the new road as constructed opposite Station 121 plus 57 more or less.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Morris County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway;

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over January 15, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 37 plus 58 and 47 plus 92, and between Stations 106 plus 30 and 121 plus 37, as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J.

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WHEREAS, the State Highway Commission has heretofore taken over as a State highway, in accordance with the provisions of Chapter 14 of the laws of 1917, a certain road or roads known as State Highway Route 4, from a point on Route 1 in or near Rahway to Absecon, by way of Perth Amboy, Keyport, Middletown, Red Bank, Long Branch, Asbury Park, Point Pleasant, Lakewood, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route 4, Section 8, from Absecon to Smithville, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State highway;

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey, that the certain portion of State Highway Route 4, Section 8, as hereinafter described be and the same is hereby abandoned as a part of the State Highway Route 4, Section 8, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919.

Beginning at a point in the center line of the old road as taken over, said point being in the northwesterly right of way line and opposite Station 67 plus 0 more or less, of the new road as constructed; thence (1) along the center line of the old road in a northerly direction a distance of eight hundred eighty-three (883) feet more or less to a point; thence (2) still along the center line of the old road in a northeasterly direction a distance of six hundred seventy-five (675) feet more or less to a point, said point being in the northwesterly right of way line and opposite Station 103 plus 05 more or less of the new road as constructed;

It being the intention of the State Highway Commission to abandon and vacate all that portion of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 103 plus 05 more or less as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J., and

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Board of Chosen Freeholders of Atlantic County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway.

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WHEREAS, the State Highway Commission has heretofore taken over as a State highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 5 from Newark to the bridge crossing over the Delaware River about two miles above delaware, by way of Morristown, Dover, Netcong, Budd Lake, Hackettstown, Butzville and Delaware, and

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WHEREAS, in the construction and improvement of the said State Highway Route 5, Section 9, from Barkers Corner to Musconetcong River, it has been found desirable to relocate a certain portion of the said Route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said Route and section of the revised line, there are portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State highway;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portionsof State Highway Route 5, Section 9, as hereinafter described, be and the same are hereby abandoned as a part of the State Highway Route 5, Section 9, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 226, Laws of 1919.

Portion No. 1:

Beginning at a point in the center line of the old road between Barkers Corner and the Morris Canal where the said center line is intersected by the new southerly right of way line of Route5, Section 9, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at Station 9 plus 85 more or less: thence (1) in a southerly direction along the center line of the old road a distance of one hundred ninety-eight (198) feet more or less to a point; thence (2) curving to the left a distance of one hundred eight (108) feet more or less to a point; thence (3) still curving to the left a distance of five hundred nine (509) feet more or less to a point; thence (4) still curving to the left a distance of one hundred five (105) feet more or less to a point: thence (5) in a northeasterly direction a distance of one hundred eighteen (118) feet more or less to a point in the new southerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 19 plus 32.

Portion No. 2:

Beginning at a point on the center line of the old road, where the same intersects the new northerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of Route 5, Section 9 at about Station 20 plus 94; thence (1) in a northerly direction a distance of one hundred sixteen (116) feet more or less to a point; thence (2) curving to the right a distance of one hundred forty-six (146) feet more or less to a point; thence (3) in an easterly direction a distance of one hundred seventy-one (171) feet more or less to a point in the new northerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 25 plus 04 more or less.

Portion No. 3:

Beginning at a point in the new northerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 36 plus 40; thence (1) in a northeasterly direction a distance of ninety (90) feet more or less to a point; thence (2) curving to the right a distance of one hundred forty-three (143) feet more or less to a point; thence (3) still curving to the right for a distance of nine hundred fifty-nine (959) feet more or less to a point in the said northerly right of way of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 47 plus 53 more or less.

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Portion No. 4:

Beginning at a point in the new southerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of said State highway at about Station 53 plus 78; thence (1) in a southeasterly direction a distance of two hundred eighty-eight (288) feet more or less to a point; thence (2) curving to the left a distance of one hundred thirty-two (132) feet more or less to a point; thence (3) in a northeasterly direction a distance of one hundred thirty (130) feet more or less to a point; thence (4) still in a northeasterly direction a distance of four hundred eighty-five (485) feet more or less to a point in the new southerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 62 plus 89.

Portion No. 5:

Beginning at a point in the new southerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 84 plus 21; thence (1) in an easterly direction a distance of twenty-six (26) feet more or less to a point; thence (2) still in an easterly direction a distance of three hundred seventy-six (376) feet more or less to a point; thence (3) still in an easterly direction a distance of nine hundred (900) feet more or less to a point; thence (4) still in an easterly direction a distance of two hundred thirty (230) feet more or less to a point in the new southerly right of way line of Route 5, Section 9, said point being measured thirty-three (33) feet normally from the center line of the said State highway at about Station 99 plus 93.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of the County of Warren, the governing body having jurisdiction over the road at the time of its being taken over as a State highway;

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road between Barkers Corner and Morris Canal as taken over January 15, 1920, lying outside of the limits of the right of way of the new road as constructed between Station 9 plus 85 more or less and Station 99 plus 93 more or less, as shown on plans on file in the offices of the State Highway Commission at Trenton, N. J.

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WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 12 from Paterson to Phillipsburg, by way of Little Falls, Pine Brook, Parsippany, Denville; thence to Washington and Broadway, and

WHEREAS, in the construction and improvement of the State Highway Route 12, Section 1, from Parsippany to Pine Brook, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment and grade, etc., and

WHEREAS, upon the construction of the said route and section on the revised line, there remains certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State highway;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 12, Section 1, as hereinafter described, be and the same are hereby abandoned as a part of said State Highway Route 12, Section 1,

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and vacated in accordance with the provisions contained in Chapters 14 and 15 of the Laws of 1917 and the amendments thereto in Chapter 220, Laws of 1919.

Beginning at a point in the center line of the old road as taken over, said point being thirty-three (33) feet from the center line of the new road as constructed opposite Station 224 plus 48 more or less; thence (1) in an easterly direction for a distance of two hundred (200) feet more or less to a point; thence (2) curving to the left a distance of one hundred sixty (160) feet more or less to a point; thence (3) in a northerly direction a distance of one hundred thirty-six (136) feet more or less to a point, said point being thirty-three (33) feet from the center line of the new road as constructed and opposite Station 229 plus 06 more or less.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Morris County, the governing body having jurisdiction over the road at the time of its being taken over as a State highway;

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over January 15, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 224 plus 48 and Station 229 plus 06 more or less as shown on plan on file in the offices of the said State Highway Commission at Trenton, N. J.

Route 16-General.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the adoption of the following resolution for the taking over of a portion of Route 16 in the Township of Bernards:

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those highways designated by the Act to be taken over as State highways;

NOW, THEREFORE, BE IT RESOLVED, that the following described road or parts thereof, be and the same are hereby taken over as a part of the State Highway Route 16 according to the Statute in such case, made and provided, viz:

Beginning at a point on the center line of the Madisonville Road at Blaziers Corner, said point being Station 36 plus 54 more or less on the new road as constructed; thence, along the center line of the said Madisonville Road North sixty-six degrees, two minutes and thirty seconds East (N 66° 02' 30" E) a distance of one thousand sixteen (1016) feet more or less to a point, said point being Station 46 plus 70 more or less on the new road as constructed;

RESOLVED FURTHER, that the proper authorities of the Township of Bernards be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute part of State Highway Route 16, and that this Commission will be responsible for the improvement and maintenance of the road described above.

BE IT FURTHER RESOLVED that the Township of Bernards be requested to file with the State Highway Department within thirty (30) days of the date thereof, any agreements or copies of franchises they may have with any public utilities or any other company, firm and individual, or corporation effecting the construction, maintenance or use of the above described road.

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Amboy Bridge-New

The State Highway Engineer presented a communication from Mr. Thomas F. Hylan of the firm of Blackall & Baldwin Company, who had gone over the plans and specifications for the proposed electrical installations for the Perth Amboy Bridge and Mr. Hylan advised that he believed that the revision as made is a great improvement over the original design, and he stated that a saving might have been affected if the electrical work had been given out as one item to one contractor instead of being subdivided with the general contractor's work on the bridge. State Highway Engineer Sloan informed the Commission that the general contractor assumed responsibility for the complete structure rather than have responsibility among several contractors, and he recommended that the Commission approve the proposed change for the electrical system and transformers as presented at the last meeting, involving an additional expense of $12,750.00. Commissioner Kidde stated that he believed the proposed work should be checked over by someone familiar with the electrical costs, and he suggested that he would be willing to have Mr. Worth of his New York organization go over this for this purpose. On motion by Mr Jelin, seconded by Mr. Kidde, the letter from Mr. Hylan was ordered received and placed on file and the estimate of cost of the electrical installations was ordered referred to Commissioner Kidde for further report.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of the following additions and changes as made in the employments by the State Highway Engineer since the last meeting of the Commission:

Employed

1-16-25	Robt. E. Simon,	Junior Engineer	$125.00 per mo.
1-26-25	Wm. J. Jurley,	Rodman,	90.00
2-2-25	I. E. Campbell,	Junior Insp.	135.00
2-1-25	C. H. Harrison,	Asst. civil Eng.	150.00
1-27-25	Abe Jaffey,	Garage Assistant	.45 per hr.
1-29-25	Samuel J. Insull,	Mechanic	.65

Discontinued Employments

2-1-25	Jarrett S. Gennett,	Highway Inspector,	Laid Off.
2-15-25	John M. Rogers,	Rodman,	Leave of Absence.

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Maintenance Materials-
Mercer County Repairs.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the specifications for supplying patching material for cold application on Mercer County roads and also approved of the award by Mercer County to Theodore Tobish, the low bidder at $9,940.00.

Extension of Time-
Bridgeton-Port Norris Road, Sec. 1

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an extension of time to October 15, 1924, on the Bridgeton-Port Norris Road, Section 1, Cumberland County, known as Federal Aid Project No. 36.

Main St., Matawan

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of plans and specifications for the Matawan-Freneau Road, known as Main Street, Matawan, Monmouth County, Motor Vehicle Aid work.

Phillipsburg-Belvidere Road,
Section 1.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the Phillipsburg-Belvidere Road, Section 1, Warren County, Federal Aid Project No. 4, said work having been accepted by the Board of Freeholders of Warren County.

Conventions-A.H.O.N.A.S.

The Secretary informed the Commission that the Convention of the North Atlantic States Association was to be held on the 25th, 26th and 27th of February and that Tuesday the 24th would be a day on which preparations would have to be made, and he suggested that the Commission, if possible, arrange for a meeting to be held in Atlantic City during the time the Commission will be in attendance at the Convention. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a meeting for the week of February 23d be held in Atlantic City at Haddon Hall, on Thursday, February 26th at 2:00 P.M. and that any representatives from the southern tier of counties who desire to be heard may be heard at that time.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission recessed for luncheon at 1:00 P.M. to meet again in regular session at 2:00 P.M. when a hearing was to be given to the interested parties on the Crescent Route in Camden. The meeting was resumed at 2:00 P.M. as agreed, with the same members present as at the morning session.

Crescent Route-Camden

There were present about 75 representatives of the Borough of Merchantville, Township of Pensauken and the County of Camden. In addition, there was present Senator Woodruff of Camden County. Chairman Scott greeted the delegation on behalf of the Commission and asked that the speakers be introduced in proper order.

Mr. A. E. Burling, President of the Board of Trade of Pensauken Township, was the first to speak and he reviewed for the Commission the various interests as far as the Borough of Merchantville and the Township of Pensauken were concerned, in the Crescent Route. He advised that upon learning of the destruction which would be wrought by the Advisory Board line, if it was carried as originally laid out, the two municipalities had selected Mr. Remington as Engineer to study the situation and be ready to present an alternative route which might be constructive, and present it to the Commission in order that it might take the place of the Advisory Board line. This resulted in the laying out of a route known as the Sorrel Horse Road, which commences a little further east than the Advisory Board line on Route 2 and carries along to the intersection of the Moorestown Pike, and then makes for the Rondpoint of the Boulevard with but a slight curve in order to keep on the highest ground possible. He informed the Commission that this line would solve the situation by keeping the congestion of traffic away from the municipalities of Merchantville and Pensauken, and at the same time would give the proper traffic facilities to the people coming South and who do not desire to hit Camden City. He called on Mr. Remington to explain this project.

Mr. Remington presented for the view of the Commission a large wall map on which was laid out in yellow their proposed line; the Advisory Board line was laid out in red and a compromise line as recently brought fourth by the Engineer of the Highway Commission was indicated in blue and designated as the Blue Route. Mr. Remington explained very thoroughly the advantages of the Sorrel Horse line and spoke from experience gleaned through the fact that he has been a resident of this particular locality practically all his life. He stated that the Sorrel Horse Road was a 66 foot road in width, and there are no improvements at the present time which would involve any great cost for right of way. He also called attention to the fact that it was a road on which main highway traffic passes through Camden and the southern part of the State would be fed, the most important of these routes being Chapel Avenue, Moorestown Pike, Church Road and Marlton Pike.

The next speaker was Mr. Rudderow, Freeholder of Camden County, representing Merchantville, who spoke at length as to the advantages of the line as suggested by Mr. Remington. He stated that the Advisory Board line proposed to use the Browning Road for the greatest part as the Crescent Route, and he stressed the fact that the Browning Road, at the present time, was already greatly congested at week ends, and even though it would be widened he did not see that there was any advantage in bringing extra traffic into an already congested area. He stated that a road such as planned by Mr. Remington would give relief to all this section of his county and would serve as an outlet for traffic from all intersecting roads which he outlined and indicated on the map in the same manner as was done by Mr. Remington.

Mayor Homan of Merchantville spoke next and he stated that he believed there were three factors involved in this situation; first, the diverting of traffic from congested centers; second, the conservation of property values as much as possible; and third, the cost of construction; and in this connection he stated that the Advisory Board line did not divert traffic from the congested points but was apparently designed with a view toward getting as close to Camden as possible, which he did not feel would be a desirable thing in years to come. As to the conservation of property, he protested against the Advisory Board line coming through the most valuable property and the best residential sections of Merchantville and Pensauken, and hr urged the Sorrel Horse Route as an alternative to give such relief. As to the cost, he stated that he believed that the extra length of the Sorrel Horse Route, which was about one-quarter of a mile, would more than offset the cost of the Advisory Board line, due to the fact that the latter line destroyed very valuable property while the Sorrel Horse line is through an unimproved country.

Charles J. Maxwell, a resident of Merchantville and a property owner of Pensauken, requested permission to address the Commission as an individual, and stated that he was very strongly interested with 25 other gentlemen in securing the passage of legislation looking toward the new bridge and he was pleased with the work of the State Highway Commission in appointing an Advisory Board for further study of the traffic situation. He stated that this was the first time he had seen the Blue Route as laid out on the map, and if it was acceptable to the State Highway Commission, he believed it would be a desirable one. He advanced the information that there are a number of prominent men interested in a development known as the "Colwick" which was on the line of the Sorrel Horse Road, and for that reason they were urging this improvement. He mentioned the name of Senator Woodruff in this connection as being one of the stockholders in this company.

The next speaker was Mr. H. S. Bottomley, a member of the Borough Council of Merchantville, who spoke at length, and he stated that there is hardly a citizen who is not opposed to the Advisory Board line because of the fact that it will introduce another stream of traffic into an already congested area. He urged the Commission not to consider the matter of property ownership because no matter what line would be taken there is no question but that people may own property along the line and it is not one that should be brought into the question.

The next speaker was Mr. Edward Ormsby, Sewer Inspector of Pensauken Township, and also a real estate agent, who deprecated the fact that the interested parties on the Sorrel Horse Road were interested from selfish motives, in that they owned property along the road and it would be to their personal advantage. He stated that he believed the Commission should carry their road as outlined by the Advisory Board, with any changes if it was felt desirable to eliminate traffic, and that the people of the State would look to the Highway Commission to treat the problem in a broad way rather than from a local angle. He stated that as far as the people in the Borough of Pensauken were concerned a proper opportunity was not given for their expression. This statement was rebutted by the President of the Board of Trade who advised that there were expressions taken from the people of Pensauken, the people of Merchantville and the presiding officers of those municipalities, in order to obtain a fair decision as to their opinion on the route.

In addition to the foregoing, opposition was expressed to the Advisory Board route and favorableness to the Sorrel Horse Road by T. H. Strain of Pensauken Township, and again by Mr. Bottomley and Mr. Rudderow, after whom Senator Woodruff took the floor and at the outset explained that he was only one of thirty interested in a development which was started long before the employment by Pensauken Township and Borough of Merchantville of an Engineer to study the situation, and therefore, there were no no modifications to influence the laying out of the road in this connection with this company. He further stated that the accusations as made were by real estate agents, who had secured options on property on both the Sorrel Horse Road and the Advisory Board route and they were desirous of influencing the Commission in one way or another. He told the Commission the traffic needs of his County, and that he believed that the plan as laid down by Mr. Remington was a good one, although he had not had sufficient time to investigate the Blue Line as presented by the Highway Commission. He informed the Commission that he believed that the best interests of the locality and of the State would be served by the laying out of a route further afield than the Advisory Board line, since it would then carry through traffic from North to South Jersey without having to pass through congested centers. He stated that in his opinion when assistance was given the State Highway Commission by the Senate in proceeding to lay out the Advisory Board routes, that it was with the understanding that there would be a relief to congestion in the Camden district, and he believed that it would be a breaking of faith if the Commission would adopt any line too close to the City of Camden.

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Commissioner Jelin inquired as to the figures of Engineer Remington in the cost of the highway. Mr. Remington informed the Commission as to how he had arrived at these figures, and stated they are considered as the highest price that would have to be paid and that in many cases a clear title would be given free of cost to the State.

Mr. Allen Stewart also spoke in favor of the Sorrel Horse Road, as did Mr. A. E. Chapman, who represented the governing body of Pensauken. Mr. Chapman asked an opportunity to study the proposed Blue Route line if it was possible, and asked that a copy of the map be forwarded to his Township Committee.

Mr. Antrum, a member of the Council of Merchantville, stated that he did not believe that the plan would be solved by going closer to the congested area in Camden.

Edward Solman, a real estate operator living in Pensauken, stated that he believed that the widening of the main highway through Pensauken would relieve all the traffic congestion, and especially if the Blue Route did not destroy houses it would be an opportunity to secure a highway on which there could be a large development which would bring valuations into Pensauken Township, and would be to the advantage of the people living there.

Chairman Scott then invited Major Sloan to speak on the various plans as outlined. He explained that the Commission must, of necessity under the law, go between points in the shortest distance practicable, and also it was the feeling of the Advisory Board that the line should come as close to Camden as possible, in view of the fact that the legislation as originally enacted called for the continuation of Routes #2, #5 and [illegible] through the City of Camden to the Bridge plaza. He stated that the local people should not confuse local traffic with through traffic, and if the Crescent Route was built it would be for taking care of through traffic, while the local municipalities and county [illegible] arrange for any [illegible] would be needed. He placed before the body, comparisons of figures and distances. He showed that the [illegible] line was a distance of [illegible] feet, the Advisory Board Route 38,942 feet, and the Sorrel Horse Road

40,758 feet, which is some three-quarters of a mile longer than the Blue Line as now laid out. As to the cost, he informed them that the Blue Line would be much more reasonable and would necessitate the taking of not exceeding six houses in its whole route.

Following this, Chairman Scott expressed appreciation for the opinions as expressed, and Mr. Burling thanked the Commission for their courtesy toward the delegation. The hearing concluded at 5:00 P.M.

In this connection, the Secretary presented to the Commission communications received as follows:

From Judge R. R. Donges of Camden, favoring the Sorrel Horse Route instead of the Advisory Board Route.

From the Columbus Land Company, offering to the Commission the use of extra width of Columbus Center in Pensauken Township, owned by the Columbus Land Company, in the event the Commission desires to construct the Crescent Route through that section.

From Charles S. Ball, making complaint against the destruction of his home and that of neighbors in Merchantville since he must of necessity reside there and it would be impossible for him to find another home suitable.

From the Secretary of the Board of Trade of Pensauken Township, transmitting a copy of the resolution as adopted by the Board of Trade for a change in the present route of the Crescent Boulevard to the following line:

> "Beginning on Browning Road where Kaighn's Avenue crosses it; then, a slight curve to avoid the Calvary Cemetery on Hampton Road; thence, across unimproved farm land and strike Moorestown Pike at its intersection at Haddonfield Road; thence, to Burlington Pike."

Motor Vehicle Aid-1925.

The regular meeting of the Commission was then resumed and the Commission discusses with Chief Auditor Howell the matter of Motor Vehicle funds available for reconstruction work in 1925. Mr. Howell presented a proposed set-up of Motor Vehicle funds for the year 1925, using as an estimate the sum of $10,000,000.00 as Motor Vehicle receipts for the year. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the set up of $10,000,000.00 in accordance with a report submitted by the Accounting Division dated

December 11, 1924, said arrangement to be subject to change at the direction of the Commission at any later date. Commissioner Kidde suggested that if possible some arrangements be made to consider the adoption of some sort of secondary system of highways and that a meeting be arranged with the County Engineers, looking toward this end at some date in the future.

Commissioner Kidde also suggested that the requests as submitted for Motor Vehicle Aid from the Counties as reconstruction, be put in shape for consideration at the next meeting.

Reappointments- Mr. Stewart and General Scott

The Secretary informed the Commission that the State Senate had, this day, confirmed Chairman Scott and Mr. Stewart for a new term of four years, beginning at the expiration of their old term of service.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 5:45 P.M. to meet in regular session again on Tuesday, February 10, 1925, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - February 10, 1925.

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, February 10, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman; Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Amboy Bridge-New

The Secretary presented a communication from Stillman, Delehanty, Ferris Company, making a request for a hearing on their contract for the Amboy Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, this matter was ordered held for consideration at the next meeting.

Sussex-Port Jervis Road.

The Secretary presented a communication received by Commissioner Jelin from Mr. Felix Fuld of the High Point Park Commission, requesting an opportunity to be heard before any definite action is taken relative to postponing the improvement of the road leading to High Point Park. In this connection, the Secretary read a communication received by State Highway Engineer Sloan from Mr. S. F. Quince, Freeholder of Sussex County, advising the Commission that the Sussex County Board of Freeholders have not taken any action on the High Point Project since May 1st, 1924, nor have they authorized anyone to appear before the Commission on this matter. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Board of Freeholders of Sussex County be invited to appear before the State Highway Commission at the next meeting in order to discuss the County Road Program and the High Point Project.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mr. Fuld be advised concerning the hearing to be granted Sussex County, and that the High Point Park Commission be invited to send representatives to this meeting.

Trolley Tracks-
Route 11, Section 10, Nutley

The Secretary reported that Mr. Martin White, Superintendent of the Public Service Railway Company, was present in order to discuss with the Commission the negotiations for the moving of tracks on Route 11, Section 10, Washington Avenue, Nutley. On motion, duly seconded, a hearing was granted. Mr. White appeared and stated that his company was not willing to spend the sum of $8,500.00 for special track work made necessary on Route 11, Section 10, because after the removal of the existing tracks the company would not be able to make use of them elsewhere. He also stated that his company was willing to move and place new straight rails along this section, but in view of the fact that the company would be in a better condition if the tracks were left as at present, they could not see their way clear to pay any part of the cost of the special track work. Commissioner Kidde stated that it has always been the policy, where the highways are improved on which there are trolleys, to have the trolley companies remove the rails to a different location at their own expense, and it would be establishing a bad precedent, even in the case of the special track work, to do otherwise. He also advised that the major part of the life of the special track work was used, and it would be necessary, in the event the Commission desired to permit the tracks to remain as at present, that the company, in the course of two or three years, remove these tracks at a greater expense than at the present time. He further stated to Mr. White that the Commission would be willing to finance the Public Service Railway Company in the sum of $8,500.00 in a similar manner for the straight track work [illegible], three years at four and one-half percent, the State to pay [illegible] labor and installation costs on the special track work provided the Public Service Corporation would furnish all the material required for construction of this job. Mr. White informed the Commission that he was not authorized to make any negotiations other than as stated, but that he would take matter up with his company at once.

Somers Point-Ocean City Road

The Secretary informed the Commission that a hearing had been requested by a delegation from Ocean City with reference to the paving of the road from Somers Point to Ocean City as taken over by the State when the Somers Point toll bridge was acquired. On motion, duly seconded, a hearing was granted. There appeared Assemblymen Reed of Cape May County, together with Mr. Luvinger, Mr. [illegible] and Mr. Felty. Mr. Reed addressed the Commission and stated that the delegation was present to inquire whether the Commission would consider hard surfacing this road, which is owned by the State, and would be of great value to traffic to Ocean City in the summer time, and would also act as a gateway to Cape May County. Mr. Lanning, Mr. Felty and Mr. Buvinger all addressed the Commission along this same line.

Chairman Scott informed the delegation that the Commission had, in response to the request of Ocean City, in the last year, authorized a surface treatment on this road with slow curing oil and it would of necessity take several treatments of this oil before an entirely satisfactory condition can be expected. He inquired whether there was any advantage in the road at present as over the plain gravel road, and he was informed in the affirmative.

Commissioner Stewart called attention to the very fine results obtained from this slow curing oil in Long Island, and he suggested that before any action is taken by the Commission this experiment should be given every opportunity to prove itself.

Route 17-General.

The Secretary reported that a hearing had been requested by the Board of Freeholders of Bergen County with reference to Bergen County Highways, and advised that Mr. McClave, County Engineer, Mr. Bogart of the Board of Freeholders, and Mr. Gorham, Chairman of the Committee of Public Works, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. McClave informed the Commission that it was their purpose to discuss the matter of taking over the remaining portion of Route 17. He advised that he reviewed the action of the State Highway Commission in holding a hearing in Bergen County and taking over that section from Hackensack to the New York State Line, and he inquired as to whether it would be possible for the Commission to take over that section from Hackensack to North Arlington. He stated that he had received information from the State Highway Engineer to the effect that it was proposed to change the alignment of that section of the road in Rutherford and East Rutherford and he stated that the County was satisfied with the change in alignment between Hackensack and Rutherford if the Commission could see its way clear to finance its construction. Mr. McClave stated that otherwise the County would prefer to have the present alignment of Route 17 adhered to as closely as possible in order that it might save the

County the cost of maintenance when the road is taken over.

Commissioner Kidde stated that it was his feeling that if the County of Bergen would cooperate there might be some work done on this project in the coming year, it being his feeling that the road could be constructed by the State and County, and after it was finished it could be taken over as part of the State Highway System.

State Highway Engineer Sloan informed the Commission that estimates of cost of the improvement of the road between Hackensack and North Arlington, by way of realignment between Hackensack and Rutherford, were $1,000,000.00 including right of way, while following the existing road the cost would be $1,450,000.00. He estimated the cost of the right of way damages to be on the new line at $200,000.00.

Mr. Bogart informed the Commission that he believed this was one of the most important arteries in the entire State and will give an outlet from Bergen County to the City of Newark which is very much needed. He stated that the County was perfectly willing to cooperate on any proposition that the State might make.

Commissioner Stewart stated that he believed it would be a part of wisdom for the State and County to get together and provide the rights of way at once in order that when the road improvement is made, the cost of right of way will not be prohibitive.

Mr. Jelin offered the suggestion that the County of Bergen at its own expense provide the right of way for the new alignment of Route 17, and that the State Highway Commission arrange a three year program for the building of the road, at the same time taking over and maintaining those parts that are not included in the construction, and thereby the County would be saved the cost of maintenance and could apply such money to the acquisition of right of way.

Mr. Bogart advised that he believed that such a plan would be feasible to the County and he would like to bring the proposition up before his Board.

Commissioner Kidde stated that it was his first thought that the County might be willing to enter into a fifty-fifty proposition over a three year period for the entire construction.

Chairman Scott suggested that the matter be allowed to lay on the table for further consideration by the Commission before any proposition is made to Bergen County, in view of the attitude of cooperation expressed by the County. He stated that something definite could be worked out in a short time.

Request for Aid-Warren County

The Secretary informed the Commission that Mr. C. L. Stryker, a member of the Board of Freeholders of Warren County, together with County Engineer Vetter, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Stryker appeared and reviewed for the Commission the action as taken regarding the improving of the Rieglesville-Warren Glen Road, which job was completed by the County to a width of twenty feet, and on which he had anticipated that the Commission would give aid, but up to this time no aid had been granted.

State Highway Engineer Sloan explained the situation existing on this road and advised that while the Commission had had under consideration granting aid of some sort, nothing definite had been set aside for the improvement other than inspection costs.

Mr. Stryker explained very thoroughly the advantages of this road, but was informed by Commissioner Stewart that the Commission did not feel that it could legally give any aid on a road that has already been entirely completed.

Commissioner Jelin suggested that the County of Warren make application on some other road in the County and that it might be possible for the State to grant aid on that improvement in lieu of its tentative obligation on the Rieglesville-Warren Glen Road, and he suggested that the County of Warren present the most important project for 1925 at the next meeting of the Commission.

Maintenance Materials-Monmouth Co.

The Secretary informed the Commission that County Engineer Allen of Monmouth County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Allen appeared and informed the Commission that an advertisement had been placed by the County for its road materials but that a question was raised by the State Highway Department with regard to the fact that no exact quantities were advertised for on stone. He explained that this was due to the fact that it was impossible to determine what quantity of stone wouldbe needed, but that the stone producers were willing to quote the County a price on stone shipped at various points in the County in any quantity desired during the season. He requested permission to continue his advertisement and to receive bids on such a basis in order that the bids might be compared when received, and if deemed unsuitable could be rejected.

State Highway Engineer Sloan informed the Commission that it is the policy to request that the counties specify the amount of materials that are needed in the various classes of maintenance materials at the time of advertising.

Commissioner Jelin suggested that Mr. Allen take the matter up with Mr. Muir and ascertain as to what methods were employed by the State Highway Department for road materials, which Mr. Allen consented to do.

Request for Aid-Monmouth County

Mr. Allen advised that the County of Monmouth was ready to advertise for Navesink Avenue, Navesink, and would request State Aid therefor, and in the event it would not be granted that these plans be rejected in order that the County could proceed with the work from its own funds. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission rejected the plans and specifications for Navesink Avenue, Navesink, Monmouth County, on account of lack of funds.

Right of Way-Route 8.

The Secretary informed the Commission that Mr. F. W. DeVoe, Assistant Attorney General, desired to discuss a matter at this time. On motion, duly seconded, a hearing was granted. Mr. DeVoe appeared and advised that in the matter of the condemnation of the DeBow property on Route 8 in Morris County near Butler, the Judge had refused to appoint condemnation commissioners on the ground that an agreement had been reached with the owner. He explained that in some manner the original appraisers had obtained a form of agreement of the State Highway Department and after they had made an appraisal of $2,800.00 on the property, had returned to the owner and secured her agreement to sell at $5,000.00 and this was accepted by the appraisers. He inquired as to what further action the Commission desired to take in this connection. Commissioner Jelin moved that the Attorney for Mrs. DeBow be advised that the Commission will not abide by the agreement as signed by Mrs. DeBow and will start proceedings from the beginning in order to ascertain the proper value of the property, and in the event an agreement cannot be reached with the owner, that condemnation proceedings will be entered into and further that Mr. DeVoe be instructed to appoint two new appraisers on this proposition.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed for luncheon at 2:00 P.M. to meet again at 3:00 P.M. The meeting was resumed again at 3:30 P.M. as agreed, with the same members present as at the morning session.

Trolley Tracks-
Route 11, Section 10, Nutley

State Highway Engineer Sloan informed the Commission that agreeable with the conference held at the morning session with Mr. Martin White of the Public Service Railway Company, Mr. White had telephoned at 2:15 P.M. the advice that the arrangements as suggested by the State Highway Commission were agreeable with the public Service Corporation. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the financing by the State of the Public Service Railway Company for a period of three years at 4½ percent interest in the sum of $8500.00 to cover the cost of special track work, in addition to the cost of the material for the straight track work, the State Highway Commission to pay for the cost of the labor and installation on this track work.

Route 3, Absecon

The Secretary presented a communication from Charles C. Babcock, Esq., urging upon the Commission the continuation of Route 3 on its present alignment through Absecon, and requesting an opportunity to be heard before the Commission before any definite action is taken by the Commission. In this connection, State Highway Engineer Sloan presented to the Commission a report on the investigations made concerning a proposed change in alignment for Route 3 through the Village of Absecon, which will take the highway from its present location on the main street of Absecon and place it on a new right of way parallel with the tracks of the Pennsylvania Railroad, the State having been offered the right of way 100 feet wide for the entire distance by Mr. F. P. Gravatt, a real estate operator in that location; the State being obligated only for the removal of the existing buildings, which removal is estimated to cost $30,000.00. In this report the State Highway Engineer indicated that the total estimated cost for the new line, twenty-nine feet wide, is $188,829.00, while a similar improvement on the existing line would cost $206,344.00 and would not give sufficient extra width to permit a further widening in the event it becomes necessary.

The Secretary read communications from the Avenue Hotelmen's Association of Atlantic City, the Kiwanis Club of Egg Harbor City and the Lions Club of Atlantic City, urging the State Highway Commission to improve the new alignment through Absecon. Commissioner Kidde inquired whether it would not be advisable to hold a hearing on the matter as requested.

Chairman Scott advised that he believed the matter has been sufficiently investigated by all parties and that a hearing would not be at any advantage to the Commission at this time. Commissioner Jelin therefore moved that the State Highway Engineer be authorized to lay out a change in the alignment for Route 3 through Absecon, on a new right of way to be donated by Mr. F. P. Gravatt, 100 feet wide, parallel with the tracks of the Pennsylvania Railroad and that he be authorized to negotiate with Atlantic County in order that the County may secure sufficient right of way for an overhead crossing of the "New Road" at Route 3 realignment. This was seconded by Mr. Stewart and adopted.

Proposed Routes

The Secretary presented a communication from the Cape May County Chamber of Commerce, requesting the State Highway Commission to take over for improvement the highway from Absecon to Somers Point, Beesleys Point and Marshall's Corner. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Secretary advise the Cape May County Chamber of Commerce that the State Highway Commission has not the funds with which to take over any highways at the present time.

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Trees-Route 3.

The Secretary presented a communication from Mr. Charles Dooin with reference to the removal of trees on his property on Route 3. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Shore Road, Motor Vehicle Aid-
Atlantic County

State Highway Engineer Sloan recommended to the Commission that an allotment of $25,000.00 be made to Atlantic County toward the improvement of the Shore Road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the allotment of $25,000.00 from the Motor Vehicle Reserve Account to Atlantic County toward the improvement of the Shore Road.

Right of Way-Route 8

The Secretary presented reports from Mr. F. W. DeVoe, Assistant Attorney General, advising of condemnation awards in the State.

In the case of Ida Kramer condemnation on Route 8, Section 2, the condemnation commissioners awarded $12,334.00 for value of land taken and damages to the remainder, against the State's offer of $9,500.00 and the land owner's offer of $16,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the award of $12,334.00 for land and damages of Ida Kramer on Route 8, Section 2.

In the case of Stasse & Kramer condemnation on Route 8, Section 2, the condemnation commissioners awarded $6,572.60, against the State's offer of $4,955.80 and the land owner's offer of $7,000.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the award of $6,572.60 to Stasse & Kramer for property on Route 8, Section 2.

In the case of Ida Kramer and Stasse & Kramer, Mr. DeVoe reported that a tenant on the land asked $6,000.00 for damages and was awarded by the condemnation commissioners sitting as a Board of Arbitration, the sum of $1,050.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this be taken up with the Attorney General's Department for an opinion as to whether or not the State is liable in this instance.

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Trees-Highways-General.

The Secretary presented a communication from Governor Silzer, directing the attention of the Commission to an address delivered by Governor Gifford Pinchot of Pennsylvania to the General Assembly on the occasion of the organization of the Legislature this year, in which he stated that the State Highway Department of Pennsylvania had planted about 40 miles of roadside trees in the last two years, and the Governor suggests that the Commission read the entire address and, if possible, look up in detail the Pennsylvania practice and experience with a view toward roadside planting in New Jersey. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered respectfully acknowledged and the State Highway Engineer authorized to get in touch with the Pennsylvania State Highway Department in order to ascertain what methods have been used in shade tree planting along Pennsylvania State Highways.

The Schedule of Business was next taken up item by item as follows:

Route 1, Hackensack River Bridge.

The State Highway Engineer presented the following bids received on February 9th for the repairs to fenders on the Hackensack River Bridge on Route 1 Extension, at M. P. 57.8, and recommended that award be made to the low bidder:

Stillman, Delehanty, Ferris Co.	$41,421.41
Frederick Snare Corporation..........	45,384.64
Linde & Griffith Company.............	52,557.06
Allen N. Spooner & Son...............	64,440.25

On motion by Mr. Kidde, seconded by Mr. Selin, the following resolution was unanimously adopted:

RESOLVED, that the award of contract for the repairs to fenders on the Hackensack River Bridge, Route 1 Extension, M. P. 57.8, be and the same is hereby made to Stillman-Delehanty-Ferris Co., Inc., of Jersey City, New Jersey, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 20, Section 1.

The State Highway Engineer reported that the contractor on Route 20, Section 1, has refused to cooperate with the State Highway

Department on his work in keeping the work in passable shape for travel during the winter, and it has been necessary to put the road in shape for travel. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the contractor be requested to appear before the Commission and explain the situation on this section of the road, and that he be advised that the Maintenance forces are being put on the work, and any cost will be charged to his contract.

Bridges-Route 4, M.P. 25.6,
43.6 and 43.3

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the entering into a supplemental agreement with the Department of Institutions & Agencies for the construction of three bridges on Route 4, Section 26, at M. P. 25.6, over Quail Run, at M. P. 43.6 over North Branch of Potters Creek, and at M. P. 43.3 over South Branch of Potters Creek, for a total lump sum of $18,000.00, all in accordance with plans and specifications prepared by the State Highway Department.

Route 4, Right of Way.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the following purchases of quit-claim deeds on Route 4, Section 20, Toms River-Cedar Creek:

Parcel	No.	10,	Charles A. Stout,	1.00
"	"	35,	Henry & Emma Miller,	1.00
"	"	78A,	Theo. Chamberlain,	1.00
"	"	89,	Mary Jeffry,	1.00
"	"	93,	Michael & Mary [illegible],	1.00
"	"	103,	Lewis C. Allen,	1.00
"	"	109,	George W. and S.A. [illegible],	1.00
"	"	110,	Henry G. and E.S. [illegible],	1.00
"	"	112-118,	Isabelle A. Morris,	1.00
"	"	115,	Chas. F. and Jennie M. Klein,	1.00
"	"	116,	Wm. D. & L.A. Klein,	1.00
"	"	123,	Walter & Anna [illegible],	1.00
"	"	124,	Geo. & Catherine Hertling,	1.00

Route 5, Right of Way.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel #11, Domenico Romanato, with consideration of $50.00.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel No. 30 from James Ruberton, for the consideration of $5.00, for right of way on Route 5.

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Right of Way-Route 14.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of the following parcels of property on Route 14, Section 8, Swainton-Ocean View section:

Parcel	#7 & 7A,	from	Frank Swain,	consideration	$646.85
"	13,	"	John L. Kates,	"	19.05
"	15 & 15A,	"	Charlotte Kates,	"	100.00
"	17 & 17A,	"	B. F. Godfrey,	"	250.00
"	31,	"	Livingston Rice, Est.	"	137.25
"	40,	"	Maurice & Mary Cresse,	"	30.00
"	41,	"	Matthew B. Hand,	"	75.00

Right of Way-Route 5

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted a deed of grant and dedication of Parcels Nos. 20 and 20A on Route 5, Section 11, from the Belvidere Delaware Railroad Company (Pennsylvania Railroad System) for the consideration of $200.00.

Claims-Damage

On motion by Mr. Stewart, seconced by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer for payment of $50.00 to Charles M. Robertson for damage done to his property on account of blasting made necessary in cleaning up the slopes on Route 10 at Edgewater.

Route 20, Westville

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the installation of a 40 foot pavement in Westville on Route 20, provided the Borough of Westville will bear the expense of paving beyond a 29 foot width, and pay for the cost of curbing, at an estimated cost of $11,030.25.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the following changes and additions in employments since the last meeting of the Commission, as recommended by the State Highway Engineer:

Employed

2-1-25	Lester Sheppard,	Bridge Attendant	$ 90.00 mo.
2-5-25	George Garause,	" "	90.00
2-3-25	Edw. A. Brady,	" "	90.00
2-1-25	K. W. Ulrich,	Abstract Clerk	115.00
2-2-25	Joseph Murray,	Garage Assistant,	.45 hr.

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Promotions

2-1-25	W. H. Voorhees,	To Junior Engineer	$110.00 mo.
2-1-25	James Darling,	" " "	105.00 "
1-1-25	A. L. Ruefer,	" " "	110.00 "
2-1-25	Thos. W. Stewart,	" " "	100.00
2-1-25	Wilson Sharp,	" " "	125.00
2-1-25	A. J. Geiger,	" " "	125.00 to $135.00 mo.
1-1-25	E. J. Ricer,	" " "	125.00 mo.
2-1-25	Sean O'Deorain,	Senior Draftsman,	165.00 to $185.00 mo.

Discontinued Employments

2-5-25	Lawrence Dalton.	Bridge Tender,	Laid Off.
1-31-25	James Brady,	" "	" "
1-31-25	Wm. J. Brown,	Junior Inspector	" "
1-31-25	W. H. Hall,	Assistant C. E.	Resigned.
2-15-25	J. W. Banker,	Draftsman	"
1-16-25	S. E. Jackson,	Eng. Draftsman	Laid Off.
2-1-25	R. C. Kirchner,	Assistant C. E.	Resigned.
1-31-25	G. L. Paterson,	Junior Inspector	Laid Off.
1-31-25	Carl Shurts,	" "	" "
1-31-25	Sol. Eichelbaum,	Rodman,	Resigned.

Maintenance Materials-
Essex County, Township Aid.

On motion by Mr Kidde, seconded by Mr. Stewart, the Commission approved the request of the Borough of Essex Fells for insertion of a price of 14½ cents per gallon for Tarvia X applied in the Force Account Agreement for Fells Road & Beech Tree Lane, Essex County, Township and Borough Aid.

Maintenance Materials-Monmouth County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved specifications for S. C. O., Tar U or UB, and Lignin Binder, to be used on Monmouth County maintenance work.

Maintenance Materials-County-General

In this connection, State Highway Engineer Sloan advised that he would recommend that in all counties where crushed stone, slag, or other maintenance materials are to be used, that the counties be required to estimate as closely as possible the quantities to be delivered at each point of delivery. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that this recommendation be approved and that Monmouth County be advised that it must govern itself accordingly as to its advertisement for stone bids as presented to the Commission at the morning session.

Maintenance Materials-Burlington Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the specifications for road repair materials in Burlington County as recommended by the State Highway Engineer.

Township Aid-Morris County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the award of contract by Randolph Township, Morris County, for Dover-Mount Freedom Road, Section 2.

Township Aid-Passaic County

On motion by Mr Kidde, seconded by Mr. Jelin, the Commission approved the plans and specifications for Bogart Street and Grant Avenue, Totowa Borough, Passaic County.

Township Aid-Mercer County

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved extension of time to June 1, 1925, on Park Avenue, Lawrence Township, Mercer County.

Crescent Route, Camden

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that an inspection be made of the Crescent Route at Camden on next Tuesday afternoon, February 17th, after the regular meeting of the Commission.

Right of Way-Route 18-North

State Highway Engineer Sloan presented a map of the proposed right of way for Route 18-North through the property of the Phelps Estate. On motion by Mr Kidde, seconded by Mr. Jelin, the State Highway Engineer was directed to forward the plan of proposed right of way and the agreement as proposed to the Phelps Estate for their consideration and approval.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 6:30 P M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - February 17, 1925.

A regular meeting of the State Highway Commission was held in the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, February 17, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy Stewart, Walter Kidde and Abraham Jelin.

Route 20, Section 1.

The Secretary informed the Commission that at the request of the Commission, Mr. Charles T. Kavanagh, contractor on Route 20, Section 1, Glassboro-Clayton, was present and desired a hearing. On motion, duly seconded, a hearing was granted. State Highway Engineer Sloan informed the Commission that Mr. Kavanagh had so left his construction when it was closed down for the winter, that it was impossible for traffic to pass over the work, and he had refused to cooperate with the Department in maintaining the work in such a manner as to allow traffic. He quoted sections of the information to bidders in the specifications which provided that the contractor shall maintain one-half the roadway for traffic at all times. Mr. Kavanagh contended that when he entered upon the contract a considerable portion of the roadway was already torn up by underground utilities and he stated that at the beginning of the work it was his intention to proceed with the completion of one-half of the road for the entire distance as provided in the specifications, and he had entered upon such work when he was directed to remove his operations to the Town of Clayton and complete the entire width in that section. This made it impossible to go back to finish that portion which was torn up, and he did not feel that he was obligated to do anything further until construction work started in the Spring.

Commissioner Kidde stated that a contractor should, at all times, follow out the specifications in accordance with the directions of the Engineering Department and if there are any claims for extras they can be taken up after the work is completed. On motion by Mr. Jelin, seconded by Mr. Stewart, the matter was ordered held for further consideration.

Sussex-Port Jervis Road;
Sussex-Colesville Road.

The Secretary informed the Commission that upon invitation from the Commission, the representatives of the Board of Freeholders of

Sussex County, together with members of the High Point Park Commission, were present for a conference concerning the High Point Park Road. Judge H. T. Kays appeared, together with County Engineer Snook and Director of the Board of Freeholders Meyers as representing the Sussex County Board, and Judge Kays informed the Commission that the County Board of Freeholders had adopted resolutions on the first day of May 1924, and on June 12th, 1924, which were combined into a resolution to the Commission under date of yesterday, in which it stated that while the County of Sussex had accepted $165,000.00 from the State Highway Commission as the State's share of the cost of the Sussex-Port Jervis Road, it had been found from the Engineer's estimates that the total cost for grading, draining and placing a shale pavement on this road, would be $483,000.00 and, therefore, the County with its present ratables cannot proceed with the work and would ask that the Commission amend its action in order that it might be willing to enter into an agreement with the County of Sussex to grade and place a pavement on the road from Sussex to the point where the approach to the State Park shall begin, on the basis of 50% of the cost to the County and 50% of the cost to the State, and further requesting that the State Highway Commission, with its own funds, build that part of the highway which constitutes the approach and road through High Point Park. He called upon County Engineer Snook to present his estimates and Mr. Snook advised that the total estimates as made were for the entire road to be on a grade not heavier than seven percent. Commissioner Jelin inquired as to the cost of a section included to a point beyond Coleville where the new highway turns to form the proposed approach to High Point Park and he was advised that this would be $127,600.00 for a shale pavement.

Mr. Wayne DuMont, President of the High Point Park Commission, was present together with Mr. Stanton, Secretary of his Commission, and Mr. DuMont advised concerning the efforts made to secure a proper entrance for traffic through High Point Park in order to make the same more useful to the citizens of the State. He stated that it was their feeling last year that the matter was entirely settled, but since nothing was done he was interested in making some progress, although it was not his purpose to burden the County of Sussex or the State with the improvement. He suggested that if the roadway could be brought to the Park entrance it would be sufficient for the time being, since the High Point Park Commission would be able with force at present to maintain the roads within the Park in fair condition. He suggested that some action be taken toward this at the present time.

Senator Kays informed the Commission that the county road did not extend as far as Mr. Du Pont had suggested, since about one mile of this road is under control of Wantage Township.

Commissioner Stewart stated that it may be possible for the Commission to allow the construction of a portion of the High Point Road on the basis of a proportionate share by the State of the original $125,000.00 as allotted, which would be approximately $[illegible],000.00 on this improvement, involving a $160,000.00 total cost.

Senator Kays stated that the Board of Freeholders had anticipated that the Commission would pay at least 60 percent of the cost of any work done on this road.

Commissioner Jeliff moved that the State Highway Commission express its willingness to aid the County of Sussex in the improvement of the road from Sussex through Coleville to a point where the County road ends on the proposed new line to High Point and that aid would be granted to Mr. Du Pont of 50 percent at not exceeding $55,000.00, and that the Commission further expresses its intention to give aid to the Township of Wantage so that it may extend this work to the entrance of the High Point Road. No formal action was taken on this motion until the Sussex County Board of Freeholders were given an opportunity to talk it over. This was done for a short time and then Senator Kays informed the Commission that the County Board of Freeholders was willing to accept the $55,000.00, provided it would be 50 percent of the total cost of the work, but that nothing definite could be advised until after a meeting of the Board of Freeholders.

Commissioner Jeliff then moved that the Commission cancel the amount of $100,000.00 from the allotment to Sussex County for the Sussex-Port Jervis Road and that the same be returned to the general Motor Vehicle Account. This was seconded by Mr. Stewart and adopted.

Commissioner Jelin then offered his former motion to the effect that one-half the cost, not exceeding $55,000.00 be set up for the Sussex-Coleville project, if evidence from the Board of Freeholders of Sussex County shows that they are willing to proceed with this work. This was seconded by Mr. Stewart and adopted.

Detours-Route 2, Request for Aid-Burlington County.

The Secretary informed the Commission that a delegation from the City of Burlington was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Mr. Ballinger and Mr. Johns of the Burlington City Council, and representatives of the Chamber of Commerce and the Kiwanis Club. Mr. Smith of the Kiwanis Club informed the Commission that Washington Avenue in Burlington was being used as a detour for State Highway Route 2, while the construction of the Cut-off is taking place. He advised that it was the purpose of the delegation to inquire whether it would be possible for the Commission to place an asphalt pavement upon that stretch of road, being maintained in Burlington, and thereby give to the City a first class improvement. Commissioner Kidde informed the delegation that it was the purpose of this Commission to properly maintain the Main Street in Burlington while the construction was going on on Route 2, but that there were no powers by which the Commission could add extra improvements to the Town. He suggested that if there was a proposition made by the municipality whereby they would relieve the State of this maintenance and would share in the cost, it may be possible for the Commission to grant an allotment toward this work in lieu of the maintenance charges accruing. The delegation advised that they would take this up with the Board of Freeholders and the City Council and determine what could be done.

Request for Aid-Essex County

The Secretary informed the Commission that a delegation from Essex County was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared County Engineer Stickle and Chairman Crane of the Road Committee. Mr. Stickle advised the Commission that he appeared with reference to securing State Aid for the County of Essex on what was considered the most important project in the County for the State to share. He presented a plan showing the proposed elimination of the dangerous cut-off and new connection on East and West Passaic Street, to meet with Route 11, Kingsland Road. It was proposed to make this cut-off 24 feet wide at an estimated cost of $160,000.00, and he made request of 40 percent State Aid on the work. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this matter be referred to the State Highway Engineer for report.

Amboy Bridge

The Secretary informed the Commission that Mr. Yoemans, representing the Stillman-Delehanty-Ferris Company, contractors on the Amboy Bridge, together with Mr. C. W. Hudson, Supervising Engineer, were present and desired a hearing with the Commission. On motion, duly seconded, a hearing was granted. Mr. Yoemans appeared and stated that his company had suffered a reduction in the amount of estimate paid them for piling, in an amount of $86,000.00, caused by the fact that they were paid on a lineal foot basis for piling in constructing cofferdams for piers. The piles reached bottom in a shorter length than was anticipated, making it necessary to cut off a great amount of waste for which they were not paid. He estimated that the loss to his company on this account was $47,000.00, and he claimed this amount. Another claim made was that on the river piers where his company was forced to build platforms while the concrete was setting, and while it was agreed to do this for timber work price, it had to be done in water and involved a much greater cost than the price paid for timber work in the open; for this he claimed $4,167.07. An additional claim was submitted by Mr. Yoemans for damages incurred by delays in securing right of way on the North approach, making necessary extra handling of machinery and trackage in order to reach the work, and also making it essential for the contractor to look elsewhere for storage space for equipment which the contractor had anticipated would be allowed him when the ground was claimed for equipment which the contractor had anticipated would be allowed him when the ground was claimed for the construction. The amount of this claim was $12,509.00.

State Highway Engineer Sloan informed the Commission that it was provided in the contract that for any delays caused the contractor, they would be given an extension of time, but there was no means whereby any damages could be allowed unless it could be in lieu of time extension.

Chairman Scott informed Mr. Yoemans that all the matters presented would be taken under serious consideration by the Commission.

Crescent Road, Camden

The Secretary presented a communication from Senator Roberts of Burlington County, urging the improvement of the route running from Sorrel Horse and known as the outside route for the proposed Crescent Boulevard at Camden between Route 2 and the Rondpoint, in view of the fact that it will serve the greatest number of people in that vicinity. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file with the advice that the Commission will endeavor to go over this ground in the near future and will be glad to take the recommendation into consideration.

The Secretary presented a resolution from the Township Committee of Pensauken Township, in which they advised that the objections as raised by them to the Crescent Boulevard have been overcome by the substitution of the new route suggested by the State Highway Engineer. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and placed on file for consideration.

The Secretary presented a communication from the Borough of Merchantville, inquiring as to whether the Commission had made any decision in the matter of the Crescent Boulevard, and urging an opportunity to present further data before final disposition of the Crescent Boulevard matter. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that they be advised that the Commission will make an inspection in the near future for this particular route and that up to this time no decision has been made.

Tree Planting

The Secretary presented a communication received by Chairman Scott from Mr. William J. Morgan, urging the Commission to consider seriously the planting of trees along public roads, and suggesting that such trees be food-bearing if possible, similar to the planting done in Europe. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered acknowledged with thanks and placed on file.

Route 3, Absecon.

The Secretary presented a communication received by Chairnan Scott from the Atlantic City Chamber of Commerce, expressing the thanks of that body for the favorable action of the State Highway Commission in the acceptance of the 100 foot right of way through Absecon, on Route 3. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered acknowledged with thanks.

Request for Aid-Warren County;
Phillipsburg-Belvidere, Section 2.

The Secretary presented a resolution from the Warren County Board of Freeholders, requesting aid from the State in the sum of $25,000.00 toward the Phillipsburg-Belvidere Road, Section 2, and the sum of $10,000.00 toward the Yellow Frame-Blairstown Road. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the allotment of $25,000 00 from the Motor Vehicle Reserve Account to Warren County for aid on the reconstruction of the Phillipsburg-Belvidere Road, Section 2.

Request for Hearing-Somerset Co.

The Secretary presented a communication from the Board of Freeholders of Somerset County, requesting the State Highway Commission to grant a further hearing on the proposition of the proposed realignment of Route 16 in South Somerville at the intersection with the Lehigh Valley Railroad. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Freeholders of Somerset County be advised that this matter has been very seriously considered by the State Highway Commission and an agreement covering the essential details has been arrived at with the Railroad Company, and for that reason the Commission feels that it would not be to any advantage to hold further hearings on this matter.

Signs.

The Secretary presented a communication from Mr. F. S. McKee, City Counsel of Bridgeton, protesting against the placing of a State highway marker in front of his property on Broad Street in Bridgeton and requesting the Commission to remove the concrete post as installed. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered referred to the State Highway Engineer for disposition.

Scales.

The Secretary presented a communication received by the State Highway Engineer from the Lorraine Chemical Corporation, advising that they have obtained a long-term lease from George W. Aimscow and will assign the same to the State Highway Commission in lieu of the State Highway Commission abandoning for scale purposes the site chosen near their property. They advised that they will pay the lessor $100.00 per annum for the use of this ground by the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the acceptance of property lease from the Lorraine Chemical Company subject to an agreement that the Lorraine Chemical Corporation will endeavor to secure the purchase of this property and turn over the said deed to the State Highway Commission for a nominal consideration of $1.00.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendation of the State Highway Engineer.

Route 11, Section 10.

Plans and specifications were reported completed for Route 11, Section 10, Washington Avenue, Nutley. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for Route 11, Section 10, Washington Avenue, Nutley, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for the work.

Route 7, Section 4.

Plans and specifications were reported completed for Route 7, Section 4, Colt's Neck-Jerseyville. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for Route 7, Section 4, Colts Neck-Jerseyville section, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work.

Right of Way-Route 12.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 3, Section 12, Egg Harbor-Hammonton section:

Parcel No. 94,	H. J. & Mary G. Butterof,	$ 8.85
" " 100,	Elizabeth Adshead (widow),	10.65

Right of Way-Route 4.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 4, Section 26, Cedar Creek-Toms River and directed that a letter of thanks be forwarded:

Parcel No. 13,	Thos. P. & Etta M. Gaule (his wife)	$1.00
" " 87 and 88,	Benj. F. & Carrie A. Butler," "	1.00
" No. 90 and 92,	David Greenspoon (single),	1.00
" No.120,	Chas. M. & Louis Biernbaum,	1.00
" " 125,	Tilton Imley (single)	1.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 4, Section 27, Cedar Creek-Forked River, and directed that a letter of thanks be forwarded:

Parcel No. 8,	Nelson & Marie V. Grant,	$10.58
" " 5,	Caroline M. Jeffrey,	1.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel No. 4 on Route 4, Section 28, Barnegat-Waretown, from Arthur C. & Emma G. Corlis for the consideration of $1.00 and directed that a letter of thanks be forwarded.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 8, Swainton-Ocean View:

Parcel No. 2A,	Jennie F. & Chas. Way,	$ 50.00
" " 29 & 30,	Charles & May T. Rice,	70.00
" " 32,	Clara E. Post,	200.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcels Nos. 26 and 26A on Route 14, Section 9, Ocean View-Seaville, from Francis G. Shaw, for the consideration of $150.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe section, and directed that where the property was purchased for $1.00 that a letter of thanks be forwarded:

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Parcel No. 40,	Somers Garren Estate,	$ 70.00
" " 67,	Joseph Marshall,	1.00
" " 74,	Alden Parker,	50.00

Right of Way-Route 16.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route 16, Section 5A, and directed that where the property was purchased for $1.00 that a letter of thanks be forwarded:

Parcel No.1,	David H. & Elizabeth Hardgrove,	$125.00	and grading of drive,
" " 2,	Patrick Gibbons (widower),	200.00	and grading of approach,
" " 10,	August F. & Luch L. Mathes,	1.00	
" " 15,	Joseph & Stella Harwanko,	1.00	
" " 16,	James & Annie S. C. Allen,	1.00	

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance of a bargain and sale deed for Parcel No. 5 on Route 16, Section 8, Harlingen Cut-off, from the Board of Education of Montgomery Township, for the consideration of $1.00.

Abandonment-Route 3.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the following resolution for the abandonment of a portion of Route 3, Section 8, Clements Bridge Road-Camden section:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14 of the Laws of 1917, a certain road or roads known as State Highway Route 3 from a point in or near Camden to Absecon, by way of West Collingswood, Audubon, Haddon Heights, Barrington, Kirkwood, Laurel Springs, Berlin, Atco, Chesilhurst, Waterford, Ancora, Elm, Hammonton, DaCosta, Elwood, Egg Harbor City, Germania, Pomona and Doughtys, and

WHEREAS, in the construction and improvement of the said State Highway Route 3, Section 8, from Clements Bridge Road to Camden, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement, which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 3, Section 8, as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 3, Section 8 and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, of the Laws of 1919.

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Beginning at a point on the center line of the road as taken over on September 1, 1919, between Clements Bridge Road and Camden, in the Borough of Collingswood, Camden County, said point being thirty-three (33) feet from the center line of the present State Highway Route 3, Section 8, as constructed at Station 1276 plus 64 more or less thence (1) along the center line of the road as taken over in a northwesterly direction, five hundred seventeen (517) feet more or less to the Camden City Line.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Camden County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway;

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over September 1, 1919, lying outside the limite of the right of way of new road as constructed sixty-six (66) feet wide, between Station 1276 and 62 more or less and the Camden City Line as shown on the plan on file in the offices of the said State Highway Commission at Trenton, N. J.

Abandonment-Route 5.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the following resolution for the abandonment of a portion of Route 5, Section 8, Great Meadows-Barkers Corner:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14 of the Laws of 1917, a certain road or roads known as State Highway Route 5, from a point in or near Delaware to Irvington by way of Ramseyburg, Manunkachunk, Bridgeville, Buttzville, Budd Lake, Netcong, Ledgewood, Kenvil, Mine Hill, Dover, Rockaway, Denville, Tabor, Morris Plains, Morristown, Convent Station, Madison, Chatham, Summit, Springfield and Hilton, and

WHEREAS, in the construction and improvement of the said State Highway Route 5, Section 8, from Great Meadows to Barkers Corner, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 5, Section 8, as hereinafter described, be and the same is hereby abandoned as a part of the State Highway Route 5, Section 8, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.

Beginning at a point in the center line of the road as taken over, said point being thirty-three (33) feet distant from and measured normally to Station 141 plus 26.5 more or less thence (1) South twenty-five degrees, fifty-one minutes and fifty seconds East (S 25° 51' 50" E) one hundred forty-six and five tenths (146.5) feet more or less to a point: thence (2) South fifty degrees, thirteen minutes ten seconds East (S 50° 13' 10" E) one hundred twelve and eight tenths feet (112.8') more or less to a point; said point being thirty-three feet (33') more or less distant from and measured normally to Station 143 plus 91.3 more or less on the new line of Route 5, Section 8.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Warren County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road, as taken over January 15, 1920, lying outside the limits of the acquired right of way of the new road as constructed sixty-six (66) feet wide between Station 141 plus 26.5 more or less and Station 143 plus 91.3 more or less, as shown on plan on file in the offices of the said State Highway Commission at Trenton, N. J.

Abandonment-Route 12.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the following resolution for the abandonment of a portion of Route 12, Section 6, Port Colden-Stephensburg:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 13 from Paterson to Phillipsburg by way of Little Falls, Pine Brook, Parsippany, Denville, thence over Route 5 to Budd Lake, thence to Washington and Broadway, and

WHEREAS, in the construction and improvement of the said State Highway Route 12, Section 6, from Port Colden to Stephensburg, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement, which are no longer needed as a part of the improved State Highway;

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 12, Section 6 as hereinafter described, be and the same are hereby abandoned as a part of the State Highway Route 12, Section 6, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.

Portion No. 1.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new easterly right of way line of Route 12, Section 6, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 134 plus 46 thence (1) along the center line of the old road, its various courses and distances to a point in the said new easterly right of way line of Route 12, Section 6, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 158 plus 92.

Portion No. 2.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new westerly right of way line of Route 12, Section 6, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 162 plus 54; thence (1) curving to the right for a distance of one hundred forty-five (145) feet more or less to a point; thence (2) still curving to the right a distance of two hundred five (205) feet more or less to a point; thence (3) still curving to the right a distance of two hundred seventy-seven (277) feet to a point in the said new westerly right of way line of Route 12, Section 6, said point being measured thirty three (33) feet normally from the center line of the said State Highway at about station 168 plus 18.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of the County of Warren, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over January 15, 1920, lying outside the limits of the acquired right of way as constructed between Station 134 plus 46 more or less and Station 168 plus 18 as shown on plans on file in the offices of the said State Highway Commission at Trenton, N. J.

Right of Way-Entrance Boulevard

State Highway Engineer Sloan next submitted for the attention of the Commission a number of purchase agreements as entered into with property owners on the proposed Entrance Boulevard in Camden, and he advised that the same had been appraised by responsible local appraisers and he would recommend approval, after investigation of the figures, in view of the city assessments, appraisals, etc. Commissioner Jelin moved the approval of the purchase of the following parcels of property on the Entrance Boulevard in Camden, for the considerations listed herewith:

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Parcel No.		Consideration
3A & 3B	Henry G. & Mary C. Koerner,	$ 2,200.00
4A " 4B	ditto	2,200.00
6A " 4B	ditto	2,200.00
5A " 5B	Marietta J. Saabye,	2,200.00
7A " 7B	Aaron & Ida M. Moll,	2,200.00
8A " 8B	Rosa M. Morris,	2,300.00
11A " 11B	Joseph & Cecelia Sussman,	2,650.00
12	Clark W. Smitheman,	2,250.00
13	Joseph & Cecelia Sussman,	2,250.00
14	John Campbell, Jr. Estate	2,250.00
28	Richard W. Jeffris Company	2,100.00
32	Maurice E.Jr. & Ida Heller,	500.00
34	John M. & Mary A. Brynildsen,	2,350.00
36	John K. & Carrie L. Getty,	3,700.00
33	Maurice E. Jr. & Ida Heller,	760.00
		2,384.00

This was seconded by Mr. Kidde and adopted.

State Highway Engineer Sloan submitted to the Commission a detailed report of the appraisals concerning Parcel #37 on the Entrance Boulevard at Camden, which is property of N. Z. Graves Company Incorporated, and he suggested that the Right of Way Engineer who was present explain the situation. Mr. Meeker explained that this plant was formerly a paint making establishment, but at the present time the only portion of the plant which was working in full operation was the varnish shop, which would not be affected. The proposed route, however, would cut directly through the property. Mr. Meeker also advised that the route as proposed would not destroy any of the river frontage of this property, but would in fact yield a new frontage on the new right of way. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission decided they would inspect this plant along with the Crescent Road on Friday Morning at 10:30 A. M.

Right of Way-Route 8.

Commissioner Stewart took occasion at this time to inquire of Mr. Meeker concerning the Debow property on Route 8 where agreements had been approved by the property owner in the presence of two appraisers rather than the Department representatives. Mr Meeker explained that the appraisers had proceeded entirely without authority and the agreements had been kept with them merely for the purpose of looking over the property plan attached thereto.

Claims

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the elimination from accounts receivable of the following claims on account of automobile accidents where it was impossible to get in touch with the offending parties:

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Karl Johnson,	Newark, N. J. ----------	$ 31.87
George Ribal,	Belmar, N. J. ----------	43.73
John Lawton,	Roselie, N.J. ----------	11.22

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases as made in the employments since the last meeting of the Commission:

Employed

2-9-25	Harry R. Gabriel,	Resident Engineer	$ 225.00 mo.
2-16-25	Anthony Esposito,	Title Searcher	150.00 "
2-1-25	Philip Capano,	Gravel Patrolman	75.00 "
2-10-25	Raymond Lindsey,	Mechanic	.65 hr.

Increase

2-1-25	Koster Frosig,	Rodman	$ 125.00 to $ 140.00 mo.

Discontinued Employment

2-16-25	J. S. Van Nuy,	Junior Engineer	Resigned.

Wildwood Boulevard, Section 2,
Motor Vehicle Aid-Cape May Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved specifications for the Wildwood Boulevard, Section 2, Cape May County, Motor Vehicle Aid work.

Motor Vehicle Aid-Essex County

State Highway Engineer Sloan presented to the Commission a request from the County of Essex that they be permitted to allocate the entire Motor Vehicle apportionment from the State to the County for 1925 to three reconstruction jobs known as River Road, Clinton Avenue and Mount Hebron Avenue, with the assurance that the County will be willing to maintain its county roads in a condition satisfactory to the State Highway Commission. State Highway Engineer Sloan recommended that this be granted in the case of Essex County for 1925 without establishing any precedent in the matter. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the proposition of Essex County be accepted and they be permitted to use the 1925 allotment of Motor Vehicle funds on River Road, Clinton Avenue and Mount Hebron Avenue, provided they will enter into an agreement to maintain county roads in a condition acceptable to the State Highway Commission.

In this connection the State Highway Engineer advised that he was prepared to recommend that the County of Essex be allotted

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$40,000.00 from the Motor Vehicle Reserve Account toward the improvement of East and West Passaic Street connection with Route 11. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the apportioning of $40,000.00 from the 1925 Motor Vehicle Reserve Account to Essex County as recommended.

Bridgeton-Port Norris Road,
M. V. Aid-Cumberland County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the apportionment of $40,000.00 from the Motor Vehicle Reserve Account for the completion of the Bridgeton-Port Norris Road, Cumberland County.

Morris Avenue, Springfield,
Motor Vehicle Aid-Union Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the allotting of $25,000.00 to Morris Avenue, Springfield, Union County, Motor Vehicle Aid work.

Construction Program-1925.

State Highway Engineer Sloan recommended to the Commission that the funds as set up for the Bridgeboro Bridge on Route 3, be transferred and applied to the construction of three miles of Route 15 from Rio Grande North in Cape May County, and three miles on Route 15 from Menantico Creek South in Cumberland County. On motion by Mr. Jelin, seconded by Mr. Stewart, this recommendation was unanimously adopted.

Lighting-Albany Street Bridge,
& Highland Park Hill.

Commissioner Jelin reported to the Commission that in accordance with authority granted, he had held a meeting with the representatives of the Public Service Railway Company, the City of New Brunswick and the Borough authorities of Highland Park, with a view toward the lighting of the Albany Street Bridge and the Highland Park Hill. He informed the Commission that he had succeeded in securing the lighting of the Highland Park Hill by the Highland Park Borough authorities, and the Public Service Corporation had advised that if there is any legal way in which the State Highway Commission can show that they must pay toward the lighting of the bridge, they will share the same as when the bridge was held by the County, namely, $22.00 per month. He, therefore, recommended that the Commission approve an agreement with the

Public Service Electric Company for the lighting of the Albany Street Bridge on the basis that Highland Park will light the hill in a similar manner, and that the Attorney General be asked as to what action the State Highway Commission may take against the Public Service Railway Company for the lighting of the Albany Street Bridge. Commissioner Kidde stated that he believed the Commission should, in the event it agrees to light any bridge, consider in detail the necessity for lighting on all bridges on the State Highway System. Commissioner Stewart stated that in view of the fact that Commissioner Jelin was authorized to make some arrangements with the authorities concerning the Albany Street Bridge, that the Commission should approve his recommendation.

Commissioner Kidde therefore moved that the Commission enter into a contract with the Public Service Corporation for the lighting of the Albany Street Bridge for a period of one year and that the contract for the same be approved on behalf of the State Highway Commission. This was seconded by Mr. Stewart and adopted.

Commissioner Jelin asked that an opinion be requested from the Attorney General as to whether the Public Service Corporation has legal obligation which would make it possible for the State Highway Commission to collect for a portion of the lighting on the Albany Street Bridge at New Brunswick on Route 1.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer be requested to prepare a complete survey and make report as to the obligations of the State Highway Commission for the lighting of bridges throughout the State, and such suggestions as he might have for lighting such structures as are not now being lighted.

Maintenance Materials-Bergen County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved award of contract by Bergen County for maintenance and repair materials for 1925, as recommended by the State Highway Engineer.

Federal Aid-Route 8. Charlottesburg-Franklin Furnace

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved Federal Aid Project Statement for Route 8,

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Charlottesburg-Franklin Furnace Road, Sussex County.

Maintenance Materials-Warren Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved specifications for repair and maintenance materials to be used by Warren County for 1925.

Township Aid-Middlesex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved acceptance and final payment on Mill Lane Road, Section 2, North Brunswick Township, Middlesex County, Township Aid.

Morris Canal Bridges.

State Highway Engineer Sloan presented to the Commission a report from Mr. Goodkind, Assistant Bridge Engineer, advising that he has received a communication from the Morris Canal & Banking Company whereby they are ready to enter into a contract with the State Highway Commission in the sum of $20,384.00 for the removal of three canal bridges and the grading and excavation necessary at these points; in addition the Morris Canal Board have authorized a contract with the State Highway Commission for the elimination of a bridge at Kenvil for the sum of $3,355.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of entering into a contract with the Morris Canal & Banking Company whereby the State Highway Commission will remove the following bridges on State Highway Routes over the Canal for the sum of $20,384.00, and also for the survey and guard rails needed in the bridge removal on Route 5 at Kenvil for the sum of $3,355.00,

Bridge West of New Village,	Route 12,	M. P. 4.7
" at Hackettstown,	" 5,	M. P. 18.8
" West of Rockaway,	" 5,	M. P. 39.0.

Right of Way-Route 1 Extension.

Commissioner Kidde informed the Commission that in pursuance with authorization given by the State Highway Commission and in company with Assistant Construction Engineer Lavis, he had inspected the plant of Ault & Wieberg Company on the line of Route 1 Extension in Jersey City, and he believed this presented a very serious situation in the matter of interference with the construction of the Viaduct, but that if arrangements could be made whereby sufficient time could be given this company for moving a portion of its works, it would save considerable money to the State. He suggested too, that it may be possible to modify the line of the Viaduct so that it would keep away from the plant. No action was taken.

The Commission next went into conference on the matter of press reports concerning statements made in the Legislature on bascule bridge contracts awarded by the Commission, and the meeting was adjourned at 7:30 P. M. to meet in regular session at Atlantic City on Thursday, February 26th, at 2:00 P.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - February 26, 1925.

A regular meeting of the State Highway Commission was held at the Haddon Hall Hotel, Atlantic City, on Thursday, February 26, 1925.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission elected Mr. Stewart to serve as Chairman, pro tempore.

Present: Messrs. Percy H. Stewart, Walter Kidde and
Abraham Jelin.

Absent: Chairman H. L. Scott, due to illness.

Route 1 Extension, Jersey City.

The meeting was called to order by Chairman Stewart at 2 P. M. Immediately upon convening, the Commission went into conference with Assistant Attorney General Coulomb, on the matter of the property of the Erie Railroad Company in Jersey City. This conference continued until six o'clock, when, on motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adopted the following resolution:

> RESOLVED that the State Highway Commission has been fully advised as to its legal rights in the matter of Route 1 Extension, Jersey City, and is now prepared to consummate definite plans for the work, and being desirous of cooperating with the Erie Railroad Company, if possible, requests that they send properly accredited representatives to the next meeting on Tuesday, March third, at Trenton, at any hour which will be convenient for their Company, and
>
> BE IT FURTHER RESOLVED, that the Secretary is directed to forward this resolution by telegram to F. D. Underwood, President of the Erie Railroad Company.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission recessed at 6:30 P.M. to meet in regular session on Friday morning at 9:30 A.M.

The meeting was resumed on Friday morning, February 27, 1925, at 9:30 A.M. with the same members present as at the afternoon session of the 26th.

Crescent Road, Camden

State Highway Engineer presented to the Commission the matter of the proposed Crescent Boulevard Extension of Routes 2, 3 and 6, in the vicinity of Camden, and he recommended to the Commission the adoption of the line as shown on a blue print and marked "Inside Line", extending from a point on Route No. 2 at or near the intersection of Union Avenue, and extending through Pensauken Township to an intersection with the proposed Entrance Boulevard at a point at or near the intersection with Kaign Avenue; thence through the Boroughs of Collingswood and Woodlynne, and Haddon Township to an intersection with Nicholson Road. He also recommended that in view of the fact that improvements are being made at the present time on the property now or formerly of George W. Jessup at Collingswood, that negotiations for the acquiring of such right of way be entered into at once and that the owner be notified of the adoption of the line and the intention to acquire the property.

After a full and complete discussion of the matter as recommended by the State Highway Engineer, Commissioner Kidde offered the following resolution for adoption:

> WHEREAS, the State Highway Engineer has made recommendations as to the adoption of the line for the extension of Routes 2, 3 and 6, in the vicinity of Camden;
>
> NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby take over as the Crescent Boulevard Extension of Routes 2, 3 and 6, in the vicinity of Camden, as shown on blue print marked "INSIDE LINE", extending from a point on Route 2 at or near the intersection of Union Avenue, and extending through Pensauken to an intersection with the proposed Bridge Boulevard at a point at or near the intersection with Kaign Avenue; thence through the Boroughs of Collingswood, Woodlynne, and Haddon Township to an intersection with Nicholson Road, and
>
> BE IT FURTHER RESOLVED, that a detailed description of this taking over be forwarded to the municipalities affected thereby as soon as practicable, and
>
> BE IT FURTHER RESOLVED, that the Secretary forward a copy of this resolution to the municipalities affected thereby.

This was seconded by Mr. Jelin and adopted.

Right of Way-Crescent Boulevard

As to the matter of the improvements now going on on this new line, Commissioner Kidde moved that the recommendations of the State Highway Engineer be approved and that negotiations be undertaken at once with the property owners on the property now or formerly of George W. Jessup at Collingswood, for the acquisition of the property and that the owner be notified of the adoption of the line and of the State's intention to acquire the property. This was seconded by Mr. Jelin and adopted.

Conventions-A.H.O.N.A.S.

Commissioner Kidde took occasion at this time to commend the officers and directors of the First Annual Convention of the State Highway Officials of the North Atlantic States for the very successful convention and conference now being held in Atlantic City, and he moved that the congratulations of the State Highway Commission be extended to the officers and directors for the very interesting manner in which the convention has been conducted, for the large attendance developed, and for the great interest shown in the problems of road-building. This was seconded by Mr. Jelin, and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 10:30 A.M. to meet in regular session on Tuesday, March 3rd at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - March 3, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, March 3, 1925. The meeting was called to order by Chairman Scott at 10:30 A. M.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Legislation

State Highway Engineer Sloan directed the attention of the Commission to the fact that Assembly Bill #281, providing for an Arbitration Board to settle all differences between the State Highway Commission and contractors, was now in the Senate Committee having passed the Assembly. Commissioner Jelin stated that this bill was derogatory to the efficient conduct of the Department and he moved that a request be made of the Senate Judiciary Committee for a hearing before any action is taken to submit it to the Senate. This was seconded by Mr Stewart and adopted.

Lighting-Route 10.

State Highway Engineer Sloan requested information as to what disposition the Commission would make in the matter of contract for lighting which must be renewed on March 29th on Route 10, Section 1A, Arcadian Way to Fort Lee Ferry.

Commissioner Kidde suggested that it should definitely be established whether the local communities have any jurisdiction in the matter before the State should commit itself to a lighting expenditure. Commissioner Stewart therefore moved that the matter be referred to Assistant Attorney General DeVoe, in order that he might interview the authorities of the Boroughs of Edgewater and Fort Lee to ascertain what proportion of this lighting they will pay.

Amboy Bridge-New

State Highway Engineer Sloan resubmitted to the Commission the revision of the electrical specifications for the New Amboy Bridge, and he recommended that the same be approved, together with an extra of $12,050.00 for the work.

Commissioner Kidde stated that this supplemental agreement had been looked over by Mr Worth of his own organization and he had received a report to the effect that while there was a saving over the old form of specifications in the amount of copper and labor to be expended, this was practically expended in the advanced price of copper over the market price of copper when the bridge contract was awarded.

Commissioner Stewart moved that the supplemental agreement for the electrical work on the Amboy Bridge be approved. This was seconded by Mr. Jelin and adopted.

Opinion-Attorney General; Riparian Lands.

The Secretary presented an opinion from Assistant Attorney General Coulomb, advising that "the law, as it at present stands, is, therefore, that the State Highway Commission must pay for the reparian lands, as it desires to take and use. So far as I know, the Court of Errors has never passed on the precise question, and it might possibly be that they would make a different ruling. At the present time, however, the law of this State is that such rights must be paid for."

On motion by Mr. Stewart, seconded by Mr. Jelin, the opinion was ordered received and placed on file with the thanks of the Commission.

Abandonment of Highways-General

The Secretary presented an opinion from Hon. F. W. DeVoe, Assistant Attorney General, on the question as to whether the State Highway Commission may abandon and vacate an unused and unnecessary portion of a State Highway right of way in cases where it appears desirable for the adjacent owner to secure complete possession and title to the abandoned portions, and whether the State Highway Commission or any other public body has the power to vacate a portion of highway where such vacation or abandonment would reduce or eliminate a property owner's frontage on the public highway. On motion by Mr. Stewart, seconded by Mr. Kidde, the opinion was ordered referred to the Right of Way Division for consideration and report.

Route 4, Waretown.

The Secretary presented a petition signed by numerous residents of Waretown, urging the State Highway Commission to maintain that portion of State Highway Route 4 passing through Waretown in its present location, for the reasons that it would enhance local property and the new line would destroy property and involve an expenditure of considerably more money. In this connection, the Secretary presented a communication from S. P. Leeds, enclosing a letter from Rhoda H. Brown and from Martha B. Richert, urging that Route 4 through Waretown be maintained on the present location. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communications concerning Route 4 through Waretown be acknowledged, and that the local people be advised that this matter has been very seriously considered by the State Highway Commission, and the new line will, in fact, involve less cost to the State than to continue on the present route, and further that it is the policy of the Commission, where possible, to avoid the main streets and that such a policy would prove of value to that community in the future.

Lighting-Highland Park Hill.

The Secretary presented a communication from the Borough Clerk of Highland Park, forwarding a resolution adopted by the Borough Council, to the effect that the Light Committee is authorized and instructed to enter into a contract with the Public Service Electric Company for the installation of arc lights on the Raritan Avenue Hill between the Albany Street Bridge and Cedar Avenue, providing, however, that said lights shall not be installed until the State Highway Commission has first installed new lights on the Albany Street Bridge. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered acknowledged and a copy of the action as taken at the last meeting of the Commission concerning the lighting of the Albany Street Bridge, was ordered forwarded to the local authorities.

Route 4, General.

The Secretary presented a communication from Mr. F. F. Richardson, County Counsel of Middlesex County, inquiring as to whether a certain form of wording was attached to resolutions taking over portions of Route 4, whereby provisions are made for change in Route within five years from completion of highway in its entirety. The Secretary informed the Commission that in compliance with the previous letter he had forwarded to Mr. Richardson a route book in which the form of communication, as forwarded to each community concerning the taking over of certain portions of Route 4, was included. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered the communication received and directed the Secretary to advise Mr. Richardson to refer to the route book as mailed him for the information required in his letter.

Trolley Tracks-
Route 5, Madison-Chatham.

The Secretary presented a communication from Mr. W. H. Hosking, Clerk to the Board of Freeholders of Morris County, advising that the Board of Freeholders had requested him to communicate with the State Highway Commission, calling their attention to the extremely dangerous conditions of the Morris County Traction Company's right of way through Madison and Chatham and at Morris Plains.

In this connection, the Secretary presented a communication from Senator Arthur Whitney of Morris County, transmitting a communication from Mr. H. A. Mitscher, calling attention to the condition of the highway between Madison and Chatham between the trolley tracks where traffic was, of necessity, forced to go on account of the snow being piled to the side of the highway on either side of the trolley tracks. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the action as taken on March 18, 1924, concerning Route 5 in Madison and Chatham, be reiterated to the Morris County Board of Freeholders and to Mr. Mitscher, to the effect that when funds are available the State Highway Commission will share 60 percent of the cost of the improvement of the trolley track area provided the county and municipality will share the remaining 40 percent and if it is possible to force the trolley company to share any of this amount that the money be distributed proportionately.

Route 10, Bluff Road;
Marking-State Highways.

The Secretary presented a communication from the Palisades Improvement Association in reply to that of the State Highway Commission for a suggestion as to some other means than fences for the designation of property owned by the State on Bluff Road on Route 10. The suggestion was made that the fences be removed and that smaller signs and "V" shaped pegs be placed throughout the area owned by the State. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that a report be submitted concerning the amount of property which the owners have not yet repurchased from the State, and also photographs as to the physical conditions now on the ground, same to be presented at the next meeting.

Route 7, Alignment-
Hightstown-Asbury Park

The Secretary presented a communication from Mayor Thompson of Hightstown, requesting that the Commission consult with the Borough Officials prior to deciding finally upon the relocation of Route 7 from Hightstown to Asbury Park. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that Mayor Thompson be advised that they will be very glad to notify him when the matter of relocating Route 7 is taken up for consideration.

Right of Way-Amboy Bridge

The Secretary presented a communication from Hon. William Newcorn, special counsel in the Donnell Property case, advising as to the bill referred to him for jury fees and mileage in the recent appeals filed between the State and the W. J. Donnell Lumber Company. Judge Newcorn advised that this bill should be paid by the State with the exception of an item of $250.00; 50 percent of which he believed should be paid by the W. J. Donnell Lumber Company.

Judge Newcorn also made inquiry as to a bill filed by him for services rendered in this connection in the amount of $4,000.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the Sheriff of Middlesex County be advised that the State Highway Commission will share one-half the cost of the jury fees and mileage in the recent appeal on the Donnell property case and that the Connell Company should be billed for the balance.

Commissioner Kidde stated that with reference to the bill rendered by Judge Newcorn, he would be unwilling to approve any further bills at this rate of compensation. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the payment of the bill as submitted by Judge Newcorn for services rendered in connection with the condemnation proceedings against the W. J. Donnell Lumber Company, in the amount of $4,000.00.

Offices-State Highway

State Highway Engineer Sloan presented to the Commission the matter of the continuation of the New York offices of C. W. Hudson, Supervising and Designing Engineer on the New Amboy Bridge, and the matter was held in abeyance without any definite action being taken.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting recessed at 1:00 P.M. to meet in regular session at 2:00 P.M. when the representatives of the Erir Railroad Company would be present for a conference with the State Highway Commission concerning Route 1 Extension through Jersey City. The meeting was resumed at 2:00 P.M. as agreed with the same members present as at the morning session.

Route 1 Extension, Jersey City.

The Commission immediately went into conference with Mr. R. C. Falconer, Chief Engineer of the Erie Railroad Company, Mr. Minard, Chief Counsel for the Erie Railroad Company, Mr. Coulomb, Assistant Attorney General, and Assistant Construction Engineer Lavis. This conference was concluded at 4:00 P M. with the understanding that Mr. Falconer would render an engineering decision to the State Highway Commission at its meeting on Tuesday next, concerning the propositions as made.

Trees-Route 3.

The Secretary informed the Commission that Mrs. Lee Davis, Chairman of the Legislative Committee of Women's Clubs of New Jersey, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mrs. Davis appeared and stated that she had been importuned by the Women's Clubs along Route 3 in the vicinity of Hammonton to urge upon the State Highway Commission to save trees along the State Highway at that point. Chairman Scott outlined for Mrs. Davis the consideration given by the State Highway Commission to the question of shade trees at Hammonton and State Highway Engineer Sloan advised Mrs. Davis that already 90 percent of the property owners had expressed a desire to have the trees removed in order to widen the roadway. Mrs. Davis stated that a Mr. McDougall and a Mr. Parkhurst were most directly interested and she would convey the information given her to the Hammonton community.

Legislation.

The Secretary presented a memorandum submitted by Mr. Edward Kenny of East Newark, urging the Commission to push Assembly Bill 395 for the taking over of highways in Hudson County. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Route 3 Widening, Absecon.

The Secretary presented a communication received from the Absecon Improvement Association commending the State Highway Commission for its action in taking over a 100 foot right of way for building a new line of Route 3 through Absecon. In this connection, there were submitted communications from the Atlantic City Realty Company and the Lions Club of Atlantic City. On motion by Mr. Stewart, seconded by Mr. Jelin, the communications were ordered received and acknowledged with thanks.

Naming-State Highways.

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, requesting that the new boulevard from New York to the shore district be designated as "Bradley Boulevard" in memory of James P. Bradley, founder of the City of Asbury Park and the Borough of Bradley Beach. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and the Borough advised that such designation can only officially be made by the legislature.

Invitations.

The Secretary directed the attention of the Commission to the invitation extended by the Progressive Club of Lakewood, to be held at Laurel-in-the-Pines Hotel on Wednesday Evening, March 4th at 8:00 P.M. to which Chairman Scott and Commissioner Jelin had signified their intention of attending.

Detours-Route 5.

The Secretary presented a communication from the Town of Dover, requesting permission to establish a detour for certain sections of Route 5, Blackwell Street, Dover, during the construction of sewers. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the establishing of a detour on Route 5, Blackwell Street, Dover, subject to the same being property marked and maintained in good passable condition by the Town of Dover.

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Route 4, Cooper Bridge, Red Bank.

The Secretary presented a communication from the Rotary Club of Red Bank, requesting a hearing before the State Highway Commission with reference to the new Cooper Bridge at Red Bank. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that they be advised that the State Highway Commission will be very glad to grant a hearing, but would suggest that before any proposition is presented that they obtain information from the Board of Commerce & Navigation as to what the possibility was for approval by that Board in the event the State Highway Commission could consider the installation of a dam at the Cooper Bridge at Red Bank, and further requesting that such information be received within a reasonable time in order that plans may not be held up for the work.

Right of Way-Entrance Road, Camden Bridge.

State Highway Engineer Sloan requested information as to what disposition would be made of the N. Z. Graves property matter on the Camden Bridge Boulevard. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the receiver for the Graves Company be requested to appear before the State Highway Commission at its next meeting in order that at that time all estimates be in hand in order that the same may be discussed, leading to a consumation of negotiations. Mr. Kidde suggested that Right of Way Engineer Meeker, who had been at work on this proposition, be present at that time.

The Schedule of Business was next taken up item by item as follows, with the recommendations of the State Highway Engineer.

Route 2, Section 4A, Burlington Cut-off

The State Highway Engineer submitted report of bids received for Route 2, Section 4A, Burlington Cut-off, as follows:

Freehold Construction Company	$ 93,344.35
Michael Staub	95,807.40
William Eisenberg	96,449.00
Acchione & Canuso	98,008.00
Walter S. French	98,077.70
Fish-Rutherford, Inc	100,560.40
Sutton & Corson	101,182.30
Barrett Construction Co	103,617.50
E. Riley Mixner Co	104,741.00
T. M. Gibbs Construction Co	109,619.38
Sutton Contracting Co	110,732.50
T.J.M. Contracting Co	113,390.90
John M. Reuter	121,392.10

March 3, 1925.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission adopted the following resolution:

> RESOLVED, that the contract for the construction of Route 2, Section 4-A, Burlington Cut-off, be and the same is hereby awarded to the Freehold Construction Company of Freehold, New Jersey, the lowest bidders, at their bid price of $93,344.35, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 4, Section 27,
Cedar Creek-Forked River.

The following bids were received on March 2nd, and the State Highway Engineer recommended award to Michael Staub of Pitman, New Jersey, the low bidder on Route 4, Section 27, Cedar Creek-Forked River section.

Michael Staub......................	$ 187,020.73
Union Paving Company..............	189,702.83
Sutton & Corson Company...........	198,339.96
William Eisenberg.................	198,789.01
Fish-Rutherford, Inc..............	205,237.35
C. H. Winans Company..............	209,710.59
T. M. Gibbs Const. Co.............	225,897.11
J. M. Reuter......................	238,452.90

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the following resolution:

> RESOLVED that the contract for the construction of Route 4, Section 27, Cedar Creek to Forked River, be and the same is hereby awarded to Michael Staub of Pitman, New Jersey, at his the lowest bid amounting to $187,020.73, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 4, Section 28,
Waretown-Barnegat

The following bids were received on March 2nd, and the State Highway Engineer recommended aware to the Union Paving Company of Philadelphia, Pa. the low bidder on Route 4, Section 28, Waretown-Barnegat:

Union Paving Company.............	$ 117,962.14
Michael Staub....................	118,472.52
Sutton & Corson..................	120,254.52
William Eisenberg................	122,027.18
T. M. Gibbs Const. Co............	131,736.35
R. B. Cahill, Inc................	157,834.40

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission adopted the following resolution:

RESOLVED, that the contract for the construction of Route 4, Section 28, Waretown-Barnegat section, be and the same is hereby awarded to the Union Paving Company of Philadelphia, Pa. at their lowest bid of $117,962.14, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 5, Section 15.

Plans and specifications were reported completed and approved by the State Highway Engineer for Route 5, Section 15, Farmers Hotel-Millburn Avenue, Springfield, and he recommended that the same be approved for advertisement.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the following resolution.

RESOLVED, that plans and specifications for the construction of Route 5, Section 15, Farmers Hotel-Millburn Avenue section, be and the same are hereby approved.

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for this work.

Route 11, Section 8.

Plans and specifications were reported completed and approved by the State Highway Engineer for Route 11, Section 8, Kingsland Road, Nutley, and he recommended that the same be approved for advertisement. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the following resolution:

RESOLVED, that plans and specifications for the construction of Route 11, Section 8, Kingsland Road, Nutley, be and the same are hereby approved, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for this work.

Right of Way-Entrance Boulevard
Camden Bridge Approach

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved a purchase agreement for the acquisition of property from the Singer Phonograph & Furniture Company, known as Parcel No. 29 on the Entrance Road to the bridge at Camden, for the consideration of $3,108.45.

Right of Way-Route 3

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the purchase of Parcel 119 on Route 3, Section 12, from Rodney S. Hall, for the consideration of $8.85.

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Right of Way-Route 4.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the purchase of the following parcels of property on Route 4 for the consideration of $1.00. A letter of thanks was ordered forwarded:

Parcel 78,	Route 4,	Section 27,	Cordelia Wainwright -	$1.00
" 5,	" 4,	" 28,	Harriet & Geo.Camburn	1.00

Right of Way-Route 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the purchase of Parcel 1 from Harry Collit, on Route 5, Section 15, for the consideration of $732.50.

Right of Way-Route 14.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the following purchases of property on Route 14, Section 8:

	Parcel 67,	Ida M. King, owner,	consideration $21.00
*	" 69,	Wesley I. and Elizabeth Bates,	" 75.00
	" 73,	C. Edwin Hunter, et ux	" 1.00

*On Parcel 69 the State is to pay for removal of encroaching building when required.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the purchase of Parcel 4 on Route 14, Section 10, for the consideration of $15.30.

Right of Way-Route 16.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel 4 on Route 16, Section 5A for the consideration of $266.00.

Right of Way-Route 14.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel 78 on Route 14, Section 11, from William G. Moore, for the consideration of $1.00, plus the condition that the State is to reset the encroaching building in case the township or any other authority, at any time in the future, takes possession of the strip of land for any purpose, implying also the purpose of constructing sidewalks.

Route 2, Section 5.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the acceptance of a communication from the Public Service

Railway Company and the State Highway Commission in relation to the improvement of State Highway Route 2, Section 5, Park Avenue, Bordentown.

Right of Way-Route 18-North.

There was presented a communication from Major W. A. Welch, General Manager, Palisades Park Commission, transmitting a copy of letter forwarded by him to the Phelps Estate, with relation to property needed for Route 18-North. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received with thanks, and the Secretary was directed to inform Major Welch that the Commission will await further reports with interest.

Route 4, Waretown.

There was presented a communication from John L. Hall, as forwarded to Governor Silzer, urging the improvement of Route 4, through Waretown, on the existing line. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that Mr. Hall be advised that the realignment has been decided on by the Commission for the fact that it is a desire to keep away from the main streets of the towns, and also it will be less in cost than on the existing line.

Amboy Bridge-New

State Highway Engineer Sloan presented to the Commission a recommendation from the Construction Division for a change in plan order made necessary by the demand of the C. Pardee Tile Company for three additional entrances on the North approach to the Perth Amboy Bridge. This is in accordance with agreement entered into with the tile company and necessitates an extra in the amount of $2100.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was ordered approved.

Tree Planting

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that a communication from W. H. Connell, Engineering Executive and Deputy Secretary of Highways of the State of Pennsylvania, transmitting information concerning tree planting in his State, be acknowledged with thanks and filed for further consideration.

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Right of Way-Route 1 Extension.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the payment of bill rendered by Percy A. Gaddis, in the amount of $1,050.00 for the appraisals made in the two blocks from Jersey Avenue to Monmouth Street, Jersey City, on Route 1 Extension.

Right of Way-Route 1 Extension

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission referred a bill rendered by James F. Gannon & Son for appraisals on the Bowen Estate property on Route 1, Hackensack River Bridge, to Assistant Attorney General DeVoe for investigation and report as to correctness of the charges contained therein.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the following additions and changes in the personnel as made by the State Highway Engineer since the last meeting.

Employed

2-19-25	John J. Brown,	Bridge Const. Insp.	$165.00 mo.
2-16-25	James O'Keefe,	" Attendant	90.00 "
2-1-25	F. W. Grady,	Junior Inspector	125.00 "
3-1-25	Grover C. Wheeler,	Pr. Clerk Bkkp.	150.00 "
3-1-25	Jas. M. Chambers,	Gravel Patrolman,	85.00 "
3-4-25	Brearley Whitehead,	Bridge Const. Insp.	165.00 "
2-16-25	Braman L. Hyde,	Motor Truck Driver	.45 hr.

Increase

4-1-25	Emily B. Janecek,	Sr. Clerk Steno.	$115.00 to $125.00 mo.

Discontinued Employments

2-28-25	Geo. D. Roberts,	Junior Engineer	Resigned
2-28-25	Theo. G. Davis,	Asst. Civil Eng.	"
2-15-25	J. H. Fithian,	Gravel Foreman,	"
3-1-25	Geo. Dickinson,	Jr. Inspector,	Leave of Absence
2-19-25	S. S. Everett,	Garage Asst. & Rollerman,	Resigned
1-31-25	Alex. M. Greene,	Temp. Bridge Tender,	Laid Off
2-18-25	John Whitehead,	Rodman,	Resigned

Maintenance Materials-Hunterdon Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the specifications for Tar, Oils, Slag, Gravel and Stone, on Hunterdon County maintenance work for 1925.

Maintenance Materials-Warren County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the specifications for Bitumen and Washed Gravel on Warren County maintenance and repairs for 1925.

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Fort Elfsburg-Salem Road.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the plans and specifications for Fort Elfsburg-Salem Road, Salem County, Motor Vehicle Aid.

Main St., Pennington.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the plans and specifications for Main Street, Pennington Borough, Mercer County, Motor Vehicle Aid.

Federal Aid-Hunterdon County; Ringoes-Flemington Road

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the Federal Aid Project Statement for the construction of the Ringoes-Flemington Road, Hunterdon County work, to be performed with State Aid

Federal Aid-
Route 4, Section 26.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the Project Agreement for Federal Aid Project 74A, on Route 4, Section 26, Toms River-Cedar Creek.

Township Aid-Atlantic County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the proposition of Weymouth Township, Atlantic County, to allow the contractor now at work on Buena-Tuckahoe Road, Section 4, to expend the funds appropriated on Cumberland Avenue, at the same price bid by him on the Buena-Tuckahoe Road.

Township Aid-Ocean County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the plans and specifications for work on Long Beach Streets, Long Beach Township, Ocean County, Township Aid.

Township Aid-Morris County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved extension of time for Main & Central Avenues, Passaic Township, Morris County, to August 9, 1924, the date of completion, and also authorized final payment on the work.

Township Aid-Essex County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved plans and specifications for Cedar Street, from Pompton Avenue to Ridge Road, Cedar Grove Township, Essex County, Township Aid.

Maintenance Materials-Union Co.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the specifications for maintenance and repair materials in Union County for 1925.

Maintenance Materials-Bergen Co.

On motion by Mr Jelin, seconded by Mr. Stewart, the Commission approved the maintenance and betterment schedule of Bergen County for 1925.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the specifications for maintenance and repair materials for Bergen County repairs in 1925.

Manhattan & Tonnelle Ave., Hudson Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the plans and specifications for Manhattan and Tonnelle Avenues, Hudson County, Motor Vehicle Aid.

Detours-Route 5.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the adoption of the following official detour for Route 5, Section 15, and Section 15A, from Farmers Hotel to Irvington:

> Beginning at a point where Route 5 is intersected by 40th Street in the Town of Irvington, near the westerly town line and runs thence '1) southwesterly over 40th Street and Stuyvesant Avenue through Irving Place to Union; thence (2) northwesterly over Morris Avenue to Main Street, Springfield; thence (3) northerly over Main Street to Milburn Avenue, Milburn; thence (4) southwesterly over Milburn Avenue to Route 5 at the Farmers Hotel.

Crescent Boulevard, Camden Extension

Chairman Scott advised the Commission that, having been informed of the action taken at the meeting held at Haddon Hall, on Friday, February 27, 1925, on the matter of the adoption of the"Inside Line" for the Crescent Road Extension of Routes 2, 3, and 6 to the bridge at Camden, he desired to add his vote to make the decision unanimous for the adoption of this line from Route 2 to the connection with the Entrance Boulevard.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 5:45 P M. to meet in regular session on Tuesday, March 10th at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary

MINUTES OF MEETING - March 10, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, March 10, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Right of Way, Entrance Boulevard

Immediately upon opening, the Commission went into conference with Mr. Frank Schroth, the receiver for the property of N. Z. Graves Company, in Camden, on the line of the Camden Bridge Boulevard. Following this conference no official action was taken on this matter.

Route #16, South Somerville, Grade Crossing Elimination

The Secretary informed the Commission that he had received a telephone communication from the Board of Freeholders of Somerset County, requesting opportunity to appear before the Commission with further reference to the South Somerville Grade Crossing Elimination on Route #16, before any definite action is taken by the Commission. He also presented a communication from the Somerset County Board of Freeholders, renewing this request. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be granted at the next regular meeting of the Commission.

Commendations

The Secretary presented a communication received by Chairman Scott from the Absecon Improvement Association, quoting an editorial from the Atlantic City Daily Press, commending the State Highway Commission on its action in taking over a hundred foot right of way through Absecon. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Right of Way, General

The Secretary presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, advising that he has discussed the matter of allowance to be made to tenants who have suffered damages on property acquired by the State for right of way, and he would recommend that such rights be paid for. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that Mr. DeVoe be requested to prepare an opinion with the approval of the Attorney

General covering this matter, in order that the same might be on record in the event further proceedings of this character are brought before the Commission.

Proposed New Routes

The Secretary presented a resolution from the Mercer County Board of Freeholders, urging the State Highway Commission to take over as soon as possible that section of State Highway Route between Trenton and Pennington in Mercer County. A similar resolution was presented from the Borough of Pennington. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and the same be filed with the advice that the Commission cannot see its way clear to take over any further state highways until funds for the same are made available.

Request for Aid, Hackettstown

The Secretary presented a communication from the Street Committee of Hackettstown, requesting aid for the Borough on two sections of road, one form the Fountain in Hackettstown to Route#5, and the other from Hackettstown toward Rockport. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Borough of Hackettstown be advised that borough aid may be applied to one of these sections if request is made in proper form.

~~Shade~~ Trees, Route #3

The Secretary presented a communication received from the Egg Harbor City Tree Commission, advising that they have, during the past two years, planted quite a number of trees along the White Horse Pike, and inquiring as to whether the State Highway Commission intends to widen through Egg Harbor and as to what disposition would be made of the trees which they had planted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that they be advised that it appears at the present time that it may be necessary within a few years to widen to forty feet, but the State Highway Department has no definite plans in contemplation now.

Institutional Roads

The Secretary presented a resolution from the Common Council of Glassboro, urging the improvement of the approach to the State Normal School, in which they offer to pay one-half the cost of such improvement providing the State would pay for the remainder. On motion by

Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the resolution be acknowledged and that they be advised that the Commission will be very glad to give their request consideration as soon as funds are available, but that at the present time the Commission cannot see its way clear to give aid as requested.

~~East~~ Landis Avenue, Vineland

The Secretary presented a communication from Hon. William Chambers, concerning East Landis Avenue which runs in front of the State Institution for Feeble Minded at Vineland. State Highway Engineer Sloan informed the Commission that he had prepared estimates showing the various types of improvement that might be used on East Landis Avenue, Landis Township, and he stated that he would recommend that the State share in the cost of repairs to the present pavement at an estimated cost of $7,000.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that Mr. Chambers be advised that the Commission will approve of the recommendation of the State Highway Engineer and enter into an agreement with the Borough of Vineland whereby the State will share one-half the cost of repairs to be made on East Landis Avenue, in order to provide for traffic to the State Institution for Feeble Minded at Vineland.

Route #2, Burlington

The Secretary presented a resolution from the City of Burlington, requesting the State Highway Commission to widen Route #2 between Wood St. and Federal Street, to a width of 66 feet. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered the matter referred to the State Highway Engineer for investigation and report.

The schedule of business was next taken up for consideration, item by item, as follows; with the recommendations of the State Highway Engineer:

Alloway Creek Bridge, Route 6 Salem County

Plans and specifications were reported completed for the removal of the existing highway bridge and the construction of a new bridge over Alloways Creek, M. P. 3.78 on State Highway Route #6, Salem County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

March 10, 1925.

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the removal of the existing highway bridge and the construction of a new bridge of bob-tailed swing span eighty-nine feet, six inches, center to center of bearings, to provide for a thirty foot clear channel; clear roadway with a six foot extension for sidewalks and concrete approaches, over Alloways Creek, M. P. 3.7S, State Highway Route #6, Salem County, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisements for the work.

Route #7 Section #4

The State Highway Engineer presented the following report of bids received for Route #7, Section #4, Colt's Neck-Jerseyville, and he recommended award of contract to William Eisenberg, the lowest bidder at $143,996.66.

William Eisenberg	$ 143,996.66
John J. McGreevey	146,833.14
Union Paving Co.,	146,974.90
P. Camillo & Co.	151,028.03
Freehold Const. Co.	152,074.64
R. B. Cahill Co.	158,557.29
Jannarone Cont. Co.	159,391.38
Liddle & Peiffer	159,808.26
J. M. Reuter	161,061.56
Sutton & Corson	163,207.79
Utility Const. Co.	169,885.70
Jos. F. Burke	175,019.74
T. M. Gibbs Const. Co.	177,227.73

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #7, Section #4, Colt's Neck-Jerseyville section, to William Eisenberg of Camden, at his, the lowest bid received in the amount of $143,996.66, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #11, Section #10

The State Highway Engineer presented the following list of bids received for the construction of Route #11, Section #10, Washington Avenue, Nutley, and he recommends that the award be made to the Standard Bitulithic Company, at their's the lowest bid, in the amount of $55,886.50.

Standard Bitulithic Company	$ 55,886.50
J. B. Gilligham-Casey Company	57,919.00
Franklin Contracting Company	59,830.20

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of

Route #11, Section #10, Washington Avenue, Nutley to the Standard Bitulithic Company at their's the lowest bid received in the sum of $55,886.50, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Right of Way,
Crescent Boulevard

There was presented to the Commission a report advising that Mr. Charles P. Jessup and Mr. R. D. Baker, who have been acting for the State as appraisers on property required for the extension of Routes 2, 3 and 6 to the Bridge Plaza at Camden, have given satisfaction and the State Highway Engineer recommends that the arrangement at the price of $20.00 for each parcel appraised be extended to cover all the property required for this operation and that arrangements with the West Jersey Title and Guarantee Company for the title work at a price of $45.00 for each parcel be approved. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer concerning the appraisals and searching of titles to property required for the extension of Routes #2, #3, and #6 to the Bridge Plaza at Camden.

Right of Way, Route #3

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #39 on Route #3, Section #11, from Donald Chapman, for the consideration of $51.55.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following Parcels of property on Route #3, Section #12, Egg Harbor-Hammonton:

Parcel	#152 & 152A-B-C,	Pietro Barbone, consideration	$14.85
"	#109	Josephine M. Curtis, "	7.35

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #7 on Route #4, Section #27, from Joseph Robbiani and Wife, for $1.00 with an expression of thanks.

On motion by Mr. Jelin seconded by Mr. Kidde, the State Highway Commission approved the acceptance of quit claim deeds for the following Parcels of property on Route #4, Section #27, Forked River-Cedar Creek:

March 10, 1925.

Parcel #29,	Sarah L. Wallace,	consideration	$1.00
" #30,	Margaret Blake (widow)	"	1.00
" #32,	Fred B. Gowdy & Wife	"	1.00
" #36,	Estate of Gussie Bunnell	"	1.00
" #41,	Leonard & Bessie Mathews	"	1.00
" #42,	Nathan D. Aspimwall & Wife	"	1.00
" #46,	Stanwood Cornelius	"	1.00
" #51,	William Imley & Wife	"	1.00
" #54,	Charles & Margaret Jackson	"	1.00
" #59,	John S. Holmes & Wife	"	1.00
" #60A	August C. Christensen	"	1.00
" #60B	Fred T. Brouwer	"	1.00
" #77,	Hester Penn Briggs & Husband	"	1.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Engineer approved the purchase of Parcel #3 on Route #4, Section #28, Barnegat-Waretown Section, from W. S. Corliss and Wife, for the consideration of $1.00.

Right of Way, Route #11

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #6 on Route #11, Section #8, from Mary B. and W. E. Erler, for the consideration of $1,250.00.

Scales

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved a form of lease to be entered into with the P. R. R. for land near Five-Points at Rahway, on Route #4, now occupied for weighing scales, the construction of which scales at that location was approved by the State Highway Commission on November 10, 1924. The rental price under this lease will be $15.00 per year.

Right of Way, Route #14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved a revised agreement with Aaron Delancey for Parcel #5 on Route #14, Section #9, Ocean View-Seaville, in the amount of $200.00, the owner to perform all the work in connection with the damage to his property, including the necessary fills, at his own expense; this approval being a cancellation of an agreement now in force requiring the State to make the fills and perform other work.

Right of Way, Route #9

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the authorization of necessary deeds from the Bound Brook Compay Inc., to convey as much of lots #1607 and #1626 on block #40, and lots #11733 on block #41 of the Watchung Estate, as required for change in location of Route #9, Section #10, at Bound Brook; the consideration to be $25.00, which is to cover the legal expenses.

Route #1 Widening, Roselle

There was presented a report from the State Highway Engineer concerning the plans of the Borough of Roselle for additional width of paving, in which it was contemplated by the Borough of Roselle that the State Highway Department would require an existing header to be removed, which removal is estimated to cost $1200.00. He recommended to the Commission that in view of the fact that specific instructions were not given at the time of the approval of the plans that the header must be removed, that the State contribute not exceeding 50% of the cost of such work to the Borough. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

Route #9, Widening, Cranford

Commission Stewart took occasion to inquire as to what progress was being made in the matter of the widening on Route #9, in Cranford, and State Highway Engineer Sloan advised him that delays were due to the fact that the local authorities have not been able as yet to secure the necessary property. Commission Stewart then requested that some effort to made to spur this work.

Entrance Boulevard,
Camden Bridge Approach.

There was presented a communication from the Keystone Leather Company requesting the State Highway Commission to permit the erection of a Conveyor across the proposed Camden Bridge Boulevard, at their property, and also requesting information regarding drainage structures. State Highway Engineer Sloan recommended to the Commission that they be notified that a permit will be issued if satisfactory plans are presented. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Keystone Leather Company be advised that the Commission recognizes the necessity of some appliance being installed by them to transport materials across the highway, and when satisfactory plans are presented and approved, the permit will be issued; also as to their inquiry concerning drainage at their property, the State Highway Commission will make provisions in order that the existing drainage structures are properly taken care of.

Route #10, Section #1A

The State Highway Engineer presented a communication from Mr. Henry Vogt, expressing a desire to purchase from the State a parcel of property on the bluff at Route #10, Section #1A, and he recommended to the Commission that Mr. Vogt be advised that the property is not for sale at this time. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mr. Vogt be notified that at the present time the property being considered by him is not for sale by the State.

Lighting, Route #10

Commissioner Kidde, in discussing Route #10, Section #1A, inquired as to what disposition was being made of lighting agreement on the steep approaches and he suggested that investigation be made as to whether it might be possible to eliminate all the lighting on this stretch except that which is on the very sharp curves and he moved that this matter be investigated. This was seconded by Mr. Jelin and adopted.

Ocean City-Somers Point Road

The Secretary informed the Commission that Mr. E. M. Sutton, Mr. Champion, and Mr. Massey of Ocean City, were present in accordance with a hearing granted at the request of Senator Bright, with further reference to the paving of the Ocean City-Somers Point Highway. On motion, duly seconded, a hearing was granted. Mr. Sutton addressed the Commission and advised that the delegation was interested again in presenting all the facts concerning the Ocean City-Somers Point Road, as they were very anxious to have the State Highway Commission pave this road with a hard surface, thus giving Ocean City a hard surfaced entrance. He stressed the fact that Ocean City was responsible for one-third of the ratables of Cape May County and that thousands of travelers go through Ocean City every year. He advised that the oil treatment given by the Commission last year had developed a considerable number of holes and ruts which were unsatisfactory, although he admitted the road during this winter was better than ever before. He suggested that in line with the suggestion of the Commission made last year that they would pay 50% of the cost, an effort was made to secure aid from the County and from the City but they had been informed by local authorities and also by retained counsel to the effect that it is impossible for them to contribute to the State any of their money for road improvement.

Commissioner Kidde inquired as to whether they had given any thought to making a request of Cape May County to the effect that the Statemight retain from their Motor Vehicle allotment a sum sufficient to pay one-half the cost of this improvement in the County. He also offered a suggestion that it might be possible for the State to return this road to the County authorities in order that the County might improve the road with its own funds.

Mr. Sutton asked whether it would not be possible for the State to add an additional sum from this year's funds in order that the State can complete this improvement.

Mr. Champion who was former Director of the Board of Freeholders of Cape May County, urged the Commission to improve this road and advised that while there was a direct route in Cape May County, the bulk of the traffic was divided between Wildwood and Ocean City.

Mr. Massey informed the Commission that he did not believe it good policy for the State to have paid a large sum for the road when it was freed from tolls and to return it to the County. He further stated that it appeared to him that it would be a better investment for the State to hard surface the road, thus eliminating further expense maintenance, rather than to expend a large sum each year in temporary maintenance work.

Chairman Scott informed the delegation that the State Highway Commission regretted very much that it was impossible at this time to allot any funds to this improvement, but it was the feeling of the Commission that with additional treatments of SCO over a period of several years that there would be developed on this section a surface which would be to all intents and purposes equivalent to a hard surface road as far as this section was concerned and he asked that the delegation consider this as the proposition.

Detours, Route #5

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the adoption of the following official detour during the construction of bridge at M. P. 32.6-5, Morris Canal Kenvil Section:

> "Beginning at the intersection of Route #5 and Main Street, Kenvil, and running southerly over Main Street approximately two-tenths of a mile to Corwin Street: thence westerly over Corwin Street approximately four-tenths of a mile to Highland Avenue; thence northerly approximately two tenths of a mile over Highland Avenue to Route #5."

Detour, Route #2

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the adoption of the following official detour during the construction of Route #2, Section #4-A in the City of Burlington:

> "Beginning on Bordentown Avenue in the City of Burlington, at a point about 500 feet West of the City line where the new alignment of Route #2 intersects the same and runs thence (1) westerly along Bordentown Avenue and Broad Street to Washington Avenue; thence (2) southwesterly over Washington Avenue to Camden Avenue; thence (3) over Camden Avenue to the end of the new alignment of Route #2 at Beverly Road."

Request for Hearing-Glassboro

There was presented a report from the State Highway Engineer in connection with the additional width of pavement necessary through the Borough of Glassboro on Route #20. The Secretary informed the Commission that a request had been made by the Glassboro authorities for a hearing before the Commission prior to any action being taken concerning the work on Route #20 through Glassboro. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be granted to the citizens of Glassboro on Tuesday, March 24th at 10:30 A. M.

Signs

There was presented a communication from Mrs. E. E. Wood, protesting against the installation of a concrete sign post on State Highway Route #14 at her property near Cape May Court House. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that Mrs. Wood be asked to advise the Commission of there is some other point that she has in mind in that particular locality where the sign could be moved, and that she be advised that it is essential that sign posts be erected in conspicuous places.

Offices, State Highway

The State Highway Engineer presented to the Commission a report concerning a suggested change in office location for the Northern Division offices in Newark. On motion by Mr. Jelin, seconded by Mr. Stewart, this matter was ordered held in abeyance until a later date.

Navesink River Bridge, Route #4

The State Highway Engineer reported plans and specifications complete for a new highway bridge of 38 feet clear roadway over the Navesink River on Route #4 at M. P. 90.8 near Red Bank, commonly known as Cooper Bridge and he recommended approval of advertisement by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that plans and specifications are hereby approved for the construction of a highway bridge over Navesink River on Route #4, at M. P. 90.8 near Red Bank, known as Cooper Bridge, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is authorized to place the necessary advertisement for the same.

Equipment, State Highway

There was presented a recommendation from the Superintendent of Plant and Equipment for the purchase of 20 tractor graders of the Fordson type, at an estimated cost of $1,800.00, this equipment to take the place of heavy tractors, thus reducing operating costs. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of 20 tractor graders as recommended, subject to proper advertisement for bids.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 1:00 P. M., to meet again in regular session at 2:00 P. M. The meeting was resumed again at 2:00 P. M. as agreed with the same members present as at the morning session.

Right of Way-Route #1, Extension.

The Secretary informed the Commission that pursuant to appointments made at the last meeting, Mr. Falconer and Mr. Minard of the Erie Railroad Company were present to confer with the Commission on the matter of the Route #1 Extension through Jersey City. The Commission then went into conference with Mr. Falconer and Mr. Minard, together with Assistant Attorney General Coulomb and Assistant Construction Engineer Lavis until 5:30 P. M. The regular business of the meeting was then resumed as follows:

Township Aid, Cumberland County

There was presented a statement of Township Aid balance still available in Cumberland County, together with recommendations for application of this balance. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following application of Township Aid for Cumberland County to cover balance available:

Maurice River Township,	Heislerville Road,	$3,000.00.
" " "	Cumberland-Port Elizabeth Rd.,	$1,000.00.
Upper Deerfield Township,	Polk Lane Road,	$2,525.00.

Reimbursement-Cumberland Co.,
Detours, Routes #6 & #15.

There was resubmitted to the Commission the recommendation of the State Highway Engineer that charges for detour maintenance on account of construction of Sections #2 and #3 of Route #15, and Sections #10 and #11 of Route #6, as provided by the County of Cumberland under authorization from the State, be paid for by the State and reimbursed to the County as regular reimbursement charges. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the payment of reimbursement to Cumberland County as recommended by the State Highway Engineer.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions and changes as made in the employments since the last meeting of the Commission:

Employed

3/6/25	Anthony Esposito,	Title Searcher,	$150.00	per month.
3/6/25	John J. Hopkins,	Highway Insp.	155.00	" "
2/24/25	Wm. H. Jantz,	Clerk-Stenog.	80.00	" "
3/1/25	H. L. Henderson,	Asst. Civil-Engr.	165.00	" "
3/4/25	Wm. H. Armstrong,	Engineer-Draftsman,	125.00	" "
3/1/25	John H. Davis,	Junior Engineer,	145.00	" "
3/1/25	H. M. Storer,	Highway Inspector,	165.00	" "
3/1/25	Jarrett S. Gennett,	" "	165.00	" "
3/1/25	Harry Johnson,	Junior Inspector,	135.00	" "
3/1/25	M. M. Flynn,	Prin. Clk.-Sten.	115.00	" "
3/1/25	Herbert J. Feinen,	Rodman,	75.00	" "
3/1/25	William Jackson, Jr.	Jr. Engineer,	125.00	" "
3/16/25	Herman Silverstein,	Title Searcher,	150.00	" "
3/4/25	Frank A. Aqundo,	Motor Truck Driver	.45	per hour.
3/2/25	Harley C. Hankins,	Garage Assistant,	.50	" "

Discontinued Employments

3/15/25	Alfred J. Geiger,	Junior Engineer,	Resigned.
3/15/25	Joseph Ross,	Asst. Civil Engr.	Laid Off.
3/16/25	George F. Kidd,	Bridge Designer,	Resigned.

Hammonton-Pleasant Mills,
Motor Vehicle Aid, Atlantic County

On motion by Mr. Stewart, seconded by Mr Jelin, the State Highway Commission approved the contract award on Hammonton-Pleasant Mills Road, Atlantic County Motor Vehicle Aid work.

Wildwood Boulevard,
Motor Vehicle Aid, Cape May Co.,

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract for the construction of the stone rip-rap protection on the Wildwood Boulevard, Cape May County Motor Vehicle Aid work.

Ross's Corner, - Sussex
Motor Vehicle Aid, Sussex Co.,

The State Highway Engineer presented to the Commission a proposition from the Sussex County Board of Freeholders, requesting approval of plans and specifications for the Ross's Corner-Sussex Road, and asking for a special allotment of $40,000.00 from the State. He also advised the Commission that there is a possibility that the County will not proceed this year with any additional construction on the Sparta-Woodport Road, due to the fact that one-half of this road is now under contract and not yet complete. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the Sussex County Borad of Freeholders be notified that if it is their desire to make no request for aid on the Sparta-Woodport Road, the Commission will be willing to allot the sum of $25,000.00 for work on the Ross's Corner-Sussex Road, as Motor Vehicle from the Reserve Account.

Maintenance Materials-Ocean Co.
Equipment-Ocean County

There was presented a communication from Major Leon Berry, County Counsel for Ocean County, advising concerning the advertisement for grader tractors for Ocean County. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Engineer was directed to communicate with the Ocean County authorities and advise them to the effect that the State Highway Commission will approve the purchase of equipment as suggested provided they add for competition the receipt of bids on the Austin and the Allis-Chalmers graders of this type. In addition there was raised the question of advertisement as already placed by Ocean County for maintenance materials, and Commissioner Kidde moved that the State Highway Engineer advise Ocean County that it will be necessary for them to obtain approval of their specifications for road maintenance materials prior to advertisement being placed for the same. This was seconded and adopted.

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Equipment-Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the County of Cape May be requested for information as to the reason for purchasing of a tractor of so heavy a type as five tons, in view of the success being had with tractors of the Fordson type in other counties of the State on gravel roads.

Maintenance Materials, Somerset County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the specifications as submitted for bitumen materials for repair and maintenance work in Somerset County, including asphalts and tars.

Maintenance Materials, Salem County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the specifications as submitted by Salem County for 405,000 gallons of SCO for surface treatment of gravel roads in Salem County.

Maintenance Materials, Cape May County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contracts by Cape May County for delivery of 15,000 tons of gravel for County repair work during 1925.

Motor Vehicle Aid, Essex Co.,

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the Essex County Motor Vehicle maintenance and betterment schedule for 1925.

Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment of the following township aid routes in the State:

Atlantic County,	Galloway Township,	Great Creek Road, Sec. #2.
Bergen "	Hohokus "	Wyckoff-Ramsey Road.
Camden "	Clementon "	Clementon Erial Road, Sec. #1.
Camden "	Winslow "	Williamstown-New Freedom Rd.
Cape May "	Middle "	Norbury Landing Road.
Cumberland "	Downe "	Penny Island Road.
Gloucester "	Mantua "	Richwood-Pitman Road.
Salem "	Alloway "	Telegraph Road.

Township Aid, Hunterdon County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the Pittstown-

Quakertown Road, Section #2, Franklin Township, Hunterdon County, Township Aid.

Township Aid, Burlington County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved a resolution of Chesterfield Township, making additions in the force account agreement on the Crosswicks-Ellisdale Road, to include prices for cinders, trucking and labor on these cinders; same to be enforced from and after February 14, 1925.

Matawan-Freneau Road,
Motor Vehicle Aid, Monmouth Co.,

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Monmouth County to S. S. Thompson & Co., on Matawan-Freneau Road, Monmouth County, Motor Vehicle Aid work.

Maintenance Materials,
Monmouth County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the award as made by Monmouth County for Lignin Binder, asphaltic oil and surface tar, be held over for discussion at the next meeting.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adjourned its meeting at 6:30 P. M. to meet in regular session on Friday, March 13th at the Jersey City offices of the Commission, at 2:00 P. M.

Respectfully submitted
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - March 13, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Trust Company of New Jersey Building, Jersey City, on Friday, March 13, 1925. The meeting was called to order by Chairman Scott at 2:30 P.M.

Present: General H. L. Scott, Chairman, Messrs Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of December 17, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of December 23, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of December 30, 1924, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of January 6, 1925 and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of January 13, 1925 and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of January 27, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of February 3, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of February 10, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of February 17, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of February 26, 1925, and moved that the same be approved as mailed.

This was seconded by Mr Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of March 3, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde reported having read the minutes of the meeting of March 10, 1925, and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Chairman Scott arose to state that this meeting marks the close of two year's service since the State Highway Commission started on this enterprise. He went on to say "The high-minded and considerate manner in which you have treated me has been a source of great honor and satisfaction to me. You have honored me with the Chairmanship of the State Highway Commission for two years. I think it a remarkable thing that a Commission composed of men engaged in so many different businesses as are included in this board, should have come along this way for two years with our decisions practically unanimous. I regard this as due to your fidelity to the best interests of the State and to the fact that we are all working to that end without any ulterior motives or purposes of our own. I have very much enjoyed your confidence and friendship. There is, however, one thing that I want to point out: and that is that, in our reorganization of the State Highway Commission, which must take place to-day for legal reasons, there is such a thing as rotation in office, and to remind you that I have no life right in the office of Chairman of the State Highway Commission."

Commissioner Jelin moved that the State Highway Commission adjourn as existing and immediately convene for the purpose of organization for the new year. Mr. Stewart seconded this motion, and the same was unanimously adopted.

Organization Meeting

Commissioner Stewart nominated General Scott as temporary Chairman for purpose of organization. This was seconded by Mr. Jelin and adopted.

Chairman Scott then stated that in accordance with the requirements of the law, he would receive nominations for the office of Chairman of the State Highway Commission for the ensuing year.

Mr. Jelin stated that it was with pleasure that he nominated General Scott for Chairman of the State Highway Commission for the ensuing year. Mr. Kidde stated that he deemed it an honor to second the nomination of General Scott. Mr. Stewart moved that nominations be closed, which was duly seconded and adopted.

Mr. Jelin moved that the Secretary cast the unanimous ballot of the Commission for the election of General Hugh L. Scott, as Chairman of the State Highway Commission for the ensuing year. This motion was seconded by Mr. Kidde and adooted. The Secretary proceeded to case the unanimous ballot of the Commission for the election of General Hugh L. Scott as Chairman of the State Highway Commission for the ensuing year.

Chairman Scott then thanked the Commission for this continuation of confidence.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission unanimously appointed A. Lee Grover as Secretary of the State Highway Commission for the ensuing year.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission unanimously appointed Charles Fishberg as Assistant Secretary of the State Highway Commission for the ensuing year.

The Chairman stated that the Commission would proceed to the consideration of any regular business to come before it.

Route 1 Extension, Jersey City

Commissioner Stewart requested State Highway Engineer Sloan to report on the matter of the alignment of State Highway Route 1 Extension in Jersey City. Major Sloan then read the following report which was ordered spread in full upon the minutes:

> With the completion of the engineering studies of the Thirteenth Street line as compared with the Twelfth Street line, which was originally considered as an approach from the Vehicular Tunnel to the Jersey City Heights, and the preparation of estimates of the necessary real estate involved in the construction of each of these lines, and in further consideration of the relative advantages of the two lines as regards access to the Jersey City streets, together with the estimated cost of the structures involved in each of the cases, I am now in a position to recommend the adoption of the Twelfth Street line for the following reasons:
>
> The property damage in the case of the Twelfth Street line is conservatively estimated to be $500,000.00 less than would be involved in the construction of the Thirteenth Street line;

the Twelfth Street line affords direct and commodious access from the viaduct to the streets of Jersey City which is an essential consideration in view of the probable large amount of traffic which would desire to reach the surface at this point in order to proceed northerly and westerly, which amount will be greatly increased upon the completion of the proposed new bridge from Bergen Point to Staten Island.

The office of the Attorney General has been called into consultation regarding the legal status of this line, and has advised the State Highway Commission of their right to proceed along this line.

In view of the above, I recommend the adoption of the following alignment between the tunnel plaza and a point West of the Hudson County Boulevard; that is to say, starting at the southwesterly corner of Twelfth Street and Jersey Avenue, thence following the southerly line of Twelfth Street, the structure occupying the southerly half of Twelfth Street and private property to Monmouth Street; thence across private property, the center line of the structure being approximately the southerly line of Twelfth Street, produced to a curve to the right to a point under Palisade Avenue, approximately 140 feet northerly from the center line of the four tracks in the open cut of the Erie Railroad (the grade of the finished pavement of the highway at this point being approximately twenty (20) feet below the surface); thence by depressed roadway parallel to the tracks of the Erie Railroad, the center line of said roadway being 140 feet northerly from the center line of the four tracks in the open cut above referred to, to a point near Collerd Street, at which point the line crosses the right of way and tracks of the Erie Railroad, and passing under the Hudson County Boulevard, bears westerly towards Newark.

Commissioner Stewart then read to the Commission the following statement:

The New Jersey State Highway Commission to-day, in a statement issued to the press, places the entire responsibility for whatever delay there may have been in commencing work on the approaches to the Vehicular Tunnel at Jersey City, squarely upon the Erie Railroad Company. Plans and specifications for the proposed viaduct and road through Jersey City have been ready for months and were submitted to the Erie, with the idea of coming to an amicable arrangement in regard to the respective rights of the Erie and of the State of New Jersey in the construction of the proposed approaches, but the action of the Erie, through its representatives or agents, has manifested such an utter disregard of the rights of the public and of the insistent demand that this great improvement for the benefit of all the people of the State shall be made at once, that the State Highway Commission has decided to have no further negotiations with them, which mean delay, and to proceed at once with their work.

At the outset of the negotiations, the Erie advised the Commission that they proposed to totally relocate their yards, which are to be crossed by the viaduct, and that they would submit plans of their new arrangement of tracks so that the Highway Commission could prepare plans for the viaduct which would not interfere with the operation of the railroad yards. Although these plans have been promised repeatedly, the Erie has failed to submit any plans whatsoever for their proposed yards.

Although plans for the roadway through Jersey City adjacent to the Erie cut were submitted to that company months ago - to which they raised no objection at the time - just as the Commission was about to proceed, the Erie demanded that the roadway be moved 15 feet further to the North and away from their cut, because they stated that they might uncover the present tunnel and widen their cut through Jersey City in order to lay further tracks to the North of the present tunnel. The Commission then suggested constructing the roadway on the South side of the present Erie cut, but the Erie then displayed a "dog-in-the-manger" attitude and refused to say which side of the cut they would use for their proposed additional trackage and finally made the statement that they might want to widen the present cut on both sides for additional tracks.

The Commission has laid all these and other pertinent facts before the Attorney General of New Jersey in order to be advised as to the rights of the public in the matter, and the Erie, we are informed, then requested permission to submit a brief to the Attorney General setting forth their position. This brief has never been submitted; this is a further illustration of the selfish and indefensible attitude of the Erie Railroad Company toward the public.

Fortified by the opinion of the Attorney General's office as to the rights of the State of New Jersey, and acting under his advice, the State Highway Commission has determined to-day to proceed at once with the construction of the tunnel approaches along lines laid out by the Commission and its engineers.

Commissioner Stewart moved that the foregoing statement be spread in full upon the minutes and issued to the press. This was seconded by Mr. Kidde and adopted.

Commissioner Stewart then offered the following resolution and moved its adoption:

WHEREAS, the State Highway Commission has heretofore held a public hearing in accordance with the requirements of the law, for the taking over of State Highway Route 1 Extension in Jersey City; now, therefore,

BE IT RESOLVED, that the State Highway Commission of the State of New Jersey does hereby designate the following route for State Highway Route 1 Extension through Jersey City, from the Plaza of the Hudson River Vehicular Tunnel to the Hudson County Boulevard;

Starting at the southwesterly corner of 12th Street and Jersey Avenue; thence, following the southerly line of 12th Street, the structure occupying the southerly half of 12th Street, and private property to Monmouth Street; thence, across private property, the center line of the structure being approximately the southerly line of 12th Street, produced to a curve to the right to a point under Palisade Avenue, approximately one hundred forty (140) feet northerly from the center line of the four tracks in the open cut of the Erie Railroad (the grade of the finished pavement of the highway at this point being approximately twenty (20) feet below the surface) thence, by depressed roadway parallel to the tracks of the Erie Railroad, the center line of said roadway being one hundred forty (140) feet northerly from the center line of the four tracks in the open cut above referred to, to a point near Collerd Street, at which point the line crosses the right of way and tracks of the Erie Railroad, and passing under the Hudson County Boulevard bears westerly toward Newark, and

BE IT FURTHER RESOLVED, that any part or section of State Highway Route 1 Extension through Jersey City, between Marcy Avenue and the entrance to the Hudson River Vehicular Tunnel, heretofore taken over in Jersey City, be and the same is hereby abandoned as a part of the said State Highway Route 1 Extension, and

BE IT FURTHER RESOLVED, that any and all portions of any and all resolutions adopted by the State Highway Commission of the State of New Jersey on December 17, 1924 or any date thereafter, inconsistent with any of the provisions of this resolution, are hereby rescinded and declared to be null and void and of no effect.

This was seconded by Mr. Kidde and unanimously adopted.

Commissioner Kidde then moved that the authorities of the City of Jersey City and the Erie Railroad Company be notified of the action as contained in the foregoing resolution. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 14.

The Secretary informed the Commission that Mr. F. W. DeVoe, Assistant Attorney General, was present to discuss several right of way matters. On motion, duly seconded, a hearing was granted.

Mr. DeVoe presented a report on the property of Laura Lewis and Frank J. Wilson, on Route 14, Section 7, and advised that he had obtained two appraisals in excess of $500.00 and he would recommend payment of $600.00 in settlement for the two cases. State Highway Engineer Sloan advised that the Department had received a signed agreement from these parties to sell the property for $35.00. Mr. DeVoe stated that this was given with lack of understanding. Commissioner Kidde then moved that the matter be referred to Commissioner Jelin for investigation and report. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 9.

Mr. DeVoe reported that investigation was made as to the H. C. Lockwood property on Route 9, Section 12, and he would recommend that the settlement be made at $3,000.00 as requested by the owners, in view of the fact that the condemnation proceedings have been held up due to error in not including a part owner. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the matter be referred to Commissioner Stewart for investigation and report.

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Right of Way-Route 4.

Mr. DeVoe reported that he had negotiated with the Isaac Worth Estate at Lenoka Harbor on Route 4, and it had been determined that the property could not be moved for the $1500.00 allowed. He advised that the owners had agreed to accept $1700.00 and would arrange to take the buildings off the property, either by moving or destroying them entirely. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the purchase of Isaac Worth property on Route 4 for the consideration of $1700.00, subject to the removal of the buildings within 45 days by the property owners.

Right of Way-Route 8.

Mr. DeVoe reported that condemnation commissioners in the case of Carl T. Forsberg condemnation on Route 8, at Mountain View Grade Crossing elimination, had awarded the sum of $17,995.83 for the property,and he considered this to be excessive. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this award be appealed at once.

Legislation

Mr. DeVoe reported having prepared two bills and submitted them to the Legislature, but up to this time no definite action had been taken on the same. These covered the matter of encroachments on highways and on highway widths.

Trolley Tracks-
Route 5, Madison & Chatham.

State Highway Engineer Sloan reported to the Commission that he had, during the past week, attended a meeting of the Madison Rotary Club on outlining State Highway projects, and after the meeting was concluded he was besieged with inquiries as to what disposition was to be made by the State Highway Commission of the conditions existing between the trolley tracks through Madison. He advised the Commission that this condition existed as well through Chatham, and the local people were determined that the situation was entirely up to the State Highway Commission since it has jurisdiction over the entire width of roadway from curb to curb. Commissioner Kidde advised that this situation had existed in Morristown and the Commission had repaired the area between the car tracks with penetration macadam. State

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Highway Engineer Sloan advised that the local people were arranging a meeting with the receivers of the Morris County Traction Company, and he had promised that he would be present. He asked that a representative of the Attorney General's Department be also asked to attend this meeting and that an effort be made to settle the situation. After further discussion, Commissioner Stewart moved that the State Highway Engineer be authorized and empowered, together with a representative of the Attorney General's Office, to meet with the receivers of the Morris County Traction Company and any other authorities of the county or municipalities involved, in order to arrange a settlement concerning the condition existing between the car tracks on Route 5 through Madison, Chatham and Morristown. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 18-North.

The Secretary read a communication from Major Welsh, manager of the Palisades Interstate Park, advising that the trustees of the Phelps Estate have signified their approval to granting to the State such land as is needed for right of way purposes through their property. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the trustees of the Phelps Estate be extended the thanks of the New Jersey State Highway Commission for their cooperation and courtesy in this matter, and that the legal department prepare the necessary deed forms in order that the same be executed at the earliest possible moment; and further that Major Welsh be advised that the State Highway Commission is appreciative of the service he has rendered in assisting in the negotiations for this property.

Invitations

The Secretary presented a communication received from Mr. William J. Morgan of Newark, extending an invitation to the Commission to have a representative present at a meeting to be held in West Milford on March 28th, on the matter of the road between West Milford and Newfoundland, On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the communication be referred to State Highway Engineer Sloan for answer, advising that this road is not a State Highway section, and if it is desired that a representative of the Department be present, he should arrange the same.

Right of Way-Route 1 Extension

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Engineer was instructed to proceed with the obtaining of such property as may be necessary for right of way, either by agreement or condemnation, and to take such other action or proceedings as may be necessary to carry the resolutions concerning Route 1 Extension through Jersey City, as adopted this day, into effect.

Route 1 Extension-Jersey City

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the State Highway Engineer prepare plans and specifications for the construction of Route 1 Extension, from the Tunnel Plaza to the Hudson County Boulevard, in accordance with the directions already approved at this meeting, for the purpose of advertising this work at the earliest possible moment.

Right of Way-Route 1 Extension

Commissioner Kidde suggested that Mr. Coulomb, Assistant Attorney General, who has been in attendance at conferences held concerning the Jersey City right of way, be requested to approve the necessary legal formalities in connection with the acquisition of right of way through Jersey City.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 6 P.M. to meet in regular session at the offices, in Trenton, on Tuesday, March 17, 1925 at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - March 17, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, March 17, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 15, Millville.

The Secretary informed the Commission that Senator Reeves of Cumberland County was present at this time, and on motion, duly seconded, Mr. Reeves was requested to bring his business before the Commission. Senator Reeves advised that he appeared on the matter of Route 15 connection through the City of Millville.

State Highway Engineer Sloan informed the Commission that this matter was awaiting advice from the City of Millville as to their willingness to share in the cost of extra width of pavement through the municipality. Senator Reeves stated that he understood that the municipality had already adopted an enabling ordinance and he would have the matter taken up at once.

Maintenance Materials-Ocean County

State Highway Engineer Sloan presented to the Commission a report of bids received by Ocean County for 300,000 gallons of SCO to be used on the county roads; namely, Long Beach, Upper Beach and between Lakehurst and Grover's Corners. He informed the Commission that advertisement for these bids was placed before the specifications were presented to the Commission for approval, and also he had received complaints from at least two bidders to the effect that they were not able to secure sufficient information to make their bids, prior to the receipt of same. He also advised that the estimated cost of this oil to the County would be more than he felt was justifiable for the County to expend upon a gravel treatment, which was, at best, only in its early stages of development. He, therefore, recommended that the State Highway Commission reject the bids as received by Ocean County and that any award of these bids be not approved. Mr. Jelin stated that he had gone very thoroughly into this matter and he agreed very thoroughly with the State Highway Engineer, and he moved that the recommendation of the State Highway Engineer be adopted. Commissioner Stewart seconded the motion and stated that he was amazed at the large amount of oil that is being used in the various counties this year, and he stated that it was becoming a matter of general comment that the counties of the State were going to excess upon an experimental matter, and he believed this should be thoroughly investigated by the Commission before the counties are allowed to commit themselves to the purchase of such materials.

Chairman Scott stated that he believed the bids should be rejected on the ground that there was no approval given to the specifications prior to the advertisement, and also on the ground that there appeared to have been an irregularity in the proposals which prevented all bidders from competing on equal terms.

Commissioner Kidde stated that he would also not countenance any irregularities in the bidding or advertising, but at the same time he felt that in view of the fact that a number of the counties have found that this SCO appears to be a solution to the gravel road problems as far as its upkeep during the winter, the Commission should deem it a duty to watch very closely the results obtained and offer assistance to the various counties in placing their gravel roads in such condition as to make them suitable for traffic the whole year at a very small expense. Commissioner Kidde then moved that the motion as made by Mr. Jelin be amended to the effect that the County of Ocean be advised that the specifications and bids as now submitted, are rejected, and that the same be revised on the basis of the County using one-half the amount of oil originally specified, subject to the approval of specifications for this work by the State Highway Commission prior to the advertisement. This amended motion was seconded by Mr. Jelin, and unanimously adopted.

Communications

The Secretary presented a communication from Mr. S. P. Leeds, inquiring as to what provision the State Highway Commission is making in 1925 to pave the Harding Highway and Delsea Drive. On motion by Mr Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Leeds be advised that the State Highway Commission, at the present time, has not the funds with which to proceed upon any new highway projects, but if it develops that the funds become available, the work on these roads will be pushed forward as rapidly as possible, since the Commission has had these matters in mind since the time these roads were taken over.

Route 5, Blackwell St., Dover.

The Secretary presented a communication from the Clerk of the Town of Dover, enclosing a resolution adopted by the Mayor and the Board of Aldermen of the Town of Dover, recommending and suggesting to the State Highway Commission that when Blackwell Street, Dover, on Route 5, is paved, the type of construction be a concrete base with an asphalt surface. Commissioner Jelin stated that he had received information to the effect that efforts were being made in that vicinity to compel the State Highway Commission to adopt a sheet asphalt surface for this construction, and he understood the State Highway Engineer had already completed plans for this work on a basis of an eight inch reinforced concrete pavement.

State Highway Engineer Sloan informed the Commission that present plans provided for a twenty-two foot paved width in Dover in the center of the street, inclusive of trolley tracks, and that it was expected that the local municipality would pave the remainder.

Commissioner Kidde stated that in most cases in the past the Commission has approved a sheet asphalt construction through municipalities where the same was requested, and he stated that he believed that on account of the underground structures it would be desirable for the Commission to consider a bid for sheet asphalt at the same time that the concrete bids were received. Commissioner Jelin then moved that the State Highway Engineer be authorized to prepare plans and specifications for the paving of Blackwell Street, Dover, on Route 5, with an eight inch reinforced concrete pavement and also for a concrete base with a three inch asphalt top, in order that the Commission may receive alternate bids and make award on that which is deemed most desirable. This was seconded by Mr. Kidde and adopted.

Request for Hearing-Hudson County

The Secretary presented a communication from Mr. Frank J. Radigan, County Engineer of Hudson County, advising that the County is considering an outlet to Hoboken and northern Hudson County by way of Grove Street or Jersey Avenue, or some other suitable street, and would like an opportunity to talk this over with the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a hearing be granted at the next meeting of the Commission at the convenience of the Hudson County authorities.

Route 9, Cranford

The Secretary presented a report from the Construction Division advising that delay in proceeding with construction on Route 9, Cranford, was due entirely to the fact that the Town of Cranford has not yet determined upon plans involving the town's portion of the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the local authorities be invited to appear before the Commission in order to explain their reasons for delaying the prosecution of this work.

Invitation

The Secretary presented an invitation from the South Atlantic Coastal Highway Association inviting the Commission to be present at the first meeting of the Association of Jacksonville, Florida, on April 16th and 17th. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged with thanks and placed on file.

Communications

The Secretary presented a communication from Judge A. A. Stein of Elizabeth, expressing appreciation for the attention given by the State Highway Commission to the request of the Borough of Roselle for widening on Route 1. On motion, duly seconded, the communication was ordered received and placed on file.

Signs

The Secretary presented a communication from Mrs. Edith E. Wood, making reply to the request made by the Commission for information as to whether she had any opinion as to the place for the proper relocation of the sign now on the corner of her property. In this communication Mrs. Wood suggested each of the three other corners than the one on which the sign is now placed. State Highway Engineer Sloan informed the Commission that the sign is within the State Highway right of way and not on Mrs. Wood's property. On motion, duly seconded, the State Highway Commission directed that Mrs. Wood be advised that the Commission has given this matter very careful consideration and has determined that the present location is the best for this particular sign.

Right of Way-Amboy Bridge

The Secretary presented a communication from the Sheriff of Middlesex County, advising that in accordance with the request of the State Highway Commission, the matter of the payment of one-half the jury fees and mileage in the Donnell Lumber Company's case, was referred to McCarter & English, Counsel for the Donnell Lumber Company, but that company has quoted from the Eminent Domain Act to show that the State Highway Commission is liable for the balance of $125.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed the payment of the balance of the jury fees and mileage in the Donnell Lumber Company's case.

Right of Way-Route 1 Extension

The Secretary presented a report from F. W. DeVoe, Assistant Attorney General, advising that the condemnation commissioners in the case of James Bowen property on Route 1 Extension at the Hackensack River Bridge, have made an award of $50,000.00 as against the State's offer of $6,000.00. He recommended to the Commission that the same be appealed at once. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that appeal be taken from the award as made in the James Bowen condemnation on Route 1 Extension.

The Schedule of Business was next taken up, item by item, as follows, with the recommendations of the State Highway Engineer:

Route 15, Section 8.

The State Highway Engineer reported plans and specifications completed for Route 15, Section 8, Rio Grande to Green Creek, and recommended approval by the Commission. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 15, Section 8, Rio Grande to Green Creek, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to make the necessary advertisement for same.

Route 11, Section 8.

There was presented a report of bids received on March 16th for the construction of Route 11, Section 8, Kingsland Road, Nutley, and the State Highway Engineer recommended that award be made to Bianchi & Smith, the low bidders at $87,604.20.

Bianchi & Smith..................	$ 87,604.20
R. B. Cahill Co. Inc.............	89,346.45
Dyer-Kane Co.....................	95,394.50

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the contract for the construction of Route 11, Section 8, Kingsland Road, Nutley, is hereby awarded to Bianchi & Smith, the low bidders at their's the lowest bid received in the amount of $87,604.20, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 5, Section 15.

There was presented a report of the bids received on March 16th for the construction of Route 5, Section 15, Farmer's Hotel-Milburn Avenue, and the State Highway Engineer recommended that award be made to Sutton & Corson of Ocean City, at their's the lowest bid received in the sum of $303,972.40.

Sutton & Corson Co................	$ 303,972.40
J. F. Chapman & Son...............	330,885.05
P. Camillo & Co...................	333,846.07
John Dorer........................	343,473.22
C. H Winans & Co..................	345,320.67
Weldon Cont. Co...................	349,556.75
Liddle & Pfeiffer.................	370,741.15
Public Service Prod. Co...........	382,150.59
Newark Paving Co..................	384,172.16
Jos. F. Burke.....................	386,593.52
Parkhurst-Stucky Corp.............	388,922.44

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

RESOLVED, that the contract for the construction of Route 5, Section 15, Farmer's Hotel-Milburn Avenue, is hereby awarded to Sutton & Corson Company at their's the lowest bid received in the amount of $303,972.40, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 3 Widening-
Egg Harbor - Absecon

State Highway Engineer Sloan reported to the Commission the completion of Route 3, Section 13, Egg Harbor-Absecon widening, and recommended that the same be referred for final inspection. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered that the inspection be referred to Commissioner Jelin for report at the next meeting.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of the following quit claim deeds for Route 4, Section 27, Forked River to Cedar Creek, and directed that a letter of thanks be forwarded in each case:

Parcel 11,	Thomas & Emma Glennon,	consideration	$1.00
" 17 & 17A,	Leopold & Stella J. Gille,	"	1.00
" 20,	Dewey & Mary H. Taylor,	"	1.00
" 22,	Ernest W. & Kate Keen,	"	1.00
" 44,	Mary E. & Alfred Taylor,	"	1.00
" 82 & 83,	Isaac N. & Sarah E. Jones,	"	1.00
" 80, 81,85, & 86,	Lorenzo & Rose Francone,	"	1.00

Right of Way-Route 11

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 11, Section 8, Kingsland Road, Nutley:

Parcel 1,	George & Annie B. Lincks,	consideration	$ 55.00
" 2,	Charles & Minnie W. Sanders,	"	650.00

Right of Way-Entrance Blvd.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel 16 on the Entrance Boulevard at Camden, from Lillian M. and John F. Bartee, for the consideration of $2,100.00.

Right of Way-Route 5.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of revision of the purchase agreement entered into with Mary VanKirk on Route 5, Section 11, Delaware-Belvidere, Parcels

14, 14A, 14B, 14C, to a total consideration of $2,000.00 in settlement of all claims, in lieu of an agreement whereby the State would pay $1,750.00 and build a toe wall.

Right of Way-Route 14

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved revised agreements for Parcels 75 and 75A on Route 14, Section 8, Swainton-Ocean View, whereby the State would pay the sum of $300.00 to the owner provided the owner will remove all obstructions at his own expense: this in lieu of an agreement entered into whereby the State would remove the building itself.

Right of Way-Route 3.

State Highway Engineer Sloan submitted to the Commission a quit claim deed given by Rocco Olivo for additional land required in order to widen Route 3 in Hammonton to sixty-six feet, with the request from Mr. Olivo for permission to remove, at his own expense, five trees now standing in front of his property, in order that he may build a driveway thereon. State Highway Engineer Sloan advised that in view of the failure of the legislature to pass any legislation giving the Commission the right to reduce graded width in order to save trees, he would recommend that this permission be granted and that the quit claim deed be accepted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of quit claim deed from Rocco Olivo, and granted permission for the removal of trees as requested.

Width of highways-General.

Commissioner Stewart in this connection stated that some action should be taken by the Commission looking toward the removal of encroachments on highways and he moved the adoption of the following resolution:

> WHEREAS, there was introduced in the Legislature of 1925, a bill which would permit the State Highway Commission to use the same discretionary power as to highway width on roads as is now the case with culverts and bridges, and
>
> WHEREAS, there has been no action taken on this bill by the Legislature and the time has passed when such action can be taken,

> THEREFORE, BE IT RESOLVED that the State Highway Engineer be and he is hereby instructed that in all cases where the width of the roadway is less than thirty feet, to proceed to widen said route to a minimum of thirty feet as provided in the statutes now existing.

This was seconded by Mr. Kidde and adopted.

Route 3 Widening-Hammonton.

State Highway Engineer Sloan inquired concerning the widening work to be done through Hammonton where the trees were not removed in the expectation that legislation would be passed permitting them to remain. Commissioner Jelin moved that the State Highway Engineer be directed to proceed at once with the widening of State Highway Route 3 through Hammonton in accordance with plans already approved, and that the work be done with State Highway forces, and further that the Engineering Division be instructed to draw up plans whereby new trees may be planted on the new lines through Hammonton. This was seconded by Mr Kidde and adopted.

Somers Point-Ocean City Road

Chairman Scott advised the Commission that in company with Assistant State Highway Engineer Reed he had gone over South Jersey roads, and he paid particular attention to that section between Somers Point and Ocean City, concerning which a delegation was present at the last meeting, and he would report that the road is being kept in much better condition than is the portion of road leading into Ocean City and under the control of the Town. Commissioner Kidde stated that he believed this section should receive particular attention from the Maintenance Division in order that it may be in the best condition at all times.

Advisory Board Projects-Camden

Commissioner Stewart inquired as to progress being made on plans for the Advisory Board Projects in Camden. State Highway Engineer Sloan advised that negotiations were practically completed with the City of Camden whereby the original line "B" would be practically followed in the improvement. The only difficulty now involved is the changing of channel of Cooper River, which matter is being held up by the War Department, until the same is approved by the State Board of Commerce and Navigation.

March 17, 1925.

Route 7, Section 5, Culvert

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the construction of a culvert over Manasquan Creek on Route 7, Section 5, M. P. 14.0, work to be performed by State Labor forces at an estimated cost of $10,291.90.

Route 9, Middlesex Borough

Commissioner Stewart inquired as to what may be done in the matter of widths of roads through Middlesex Borough on Route 9 where trees and poles are actually touching on the pavement width. He suggested that this be given attention by the Engineering Division. State Highway Engineer Sloan stated that the matter was already being taken up and that a report would be rendered at an early date.

Scales

State Highway Engineer Sloan presented to the Commission a communication from an attorney, representing Lotsey Toth, enclosing formal demand that the State Highway Commission remove a scale now in front of his property located on the Paterson-Hackensack Road, on State Highway Route 10 near Dundee Lake Bridge. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that this notice be referred to Assistant Attorney General DeVoe with a request for information as to the rights of the State Highway Commission in the matter.

On motion by Mr. Stewart, seconded by Mr. Kidde, the meeting recessed at 1 P. M. to meet in regular session at 2:30 P.M.

The meeting was resumed at 2:30 P.M. with the same members present as at the morning session.

Right of Way-Crescent Boulevard

The Secretary informed the Commission that Mr. Frank Schroth, receiver for the N. Z. Graves Company at Camden, was present on the matter of right of way needed through the Graves property. On motion, duly seconded, a hearing was granted. Mr. Schroth advised that after the conference held with the Commission on the date of the last Commission meeting, he had taken under advisement the offer of $130,000. as made by the Commission, and he was prepared to state that this is not satisfactory to his interests. He explained that from the appraisals made by Mr. Riffer, hired by the State, the figures would reach $143,957.28. He further stated that his clients would not

March 17, 1925.

Mr. Woolston of the Board of Freeholders stated that he believed the cooperation given to the State by Somerset County in paying interest charges on reimbursement work would justify the State in expending the extra money needed to put the crossing elimination on a straight line.

Senator Case stated that there were present about 50 residents of Somerset County, and the sentiment in the County was unanimous for the straight line.

Chairman Scott then concluded the meeting by advising that he felt sure the Commission was impressed with the nature of this meeting, and would give the matter very careful consideration before reaching a final decision.

The Schedule of Business was resumed at 4:45 P M.

Scales

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the removal of motor truck scale from its present location on Paramus Road to a point on Route 17 near Hohokus, in accordance with the recommendation of the State Highway Engineer.

Route 10, Bluff Road.

There was presented a report with plan and photographs concerning the property still owned by the State on Route 10, Bluff Road, as requested at the last meeting of the Commission. On motion, duly seconded, the report was ordered received and placed on file.

Detour-Route 7

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following official detour for Route 7, Section 4, Colts Neck-Jerseyville section:

> Beginning at the intersection of Institute Street (Route 7) and Smith Street in the Borough of Freehold and runs thence, (1) southerly over South Street to Adelphia; thence (2) easterly over the Adelphia-Farmingdale Road to Farmingdale; thence (3) northerly over the Farmingdale-Colts Neck Road to Route 7.

Detour-Route 11

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following official detour for Route 11, Sections 9 and 10, Washington Avenue, Nutley and Washington Avenues, Belleville:

March 17, 1925.

Route 7, Section 5, Culvert

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Route 9, Middlesex Borough

Commissioner Stewart inquired as to what may be done in the matter of widths of roads through Middlesex Borough on Route 9 where trees and poles are actually touching on the pavement width. He suggested that this be given attention by the Engineering Division. State Highway Engineer Sloan stated that the matter was already being taken up and that a report would be rendered at an early date.

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Route 16, South Somerville Grade Crossing

The Secretary informed the Commission that a delegation of citizens and officials from Somerset County were present for a hearing as granted by the Commission at the last meeting, on the matter of the Grade Crossing Elimination at South Somerville on Route 16. On motion, duly seconded, a hearing was granted.

Senator Clarence E. Case of Somerset County acted as Chairman of the delegation and advised that they had received information that the Commission was considering changing the line of the existing Route 16 at Royce Valley Station, by causing the roadway to turn off just above the grade crossing existing on the Lehigh Valley Railroad at this point and then coming back to the roadway about two hundred feet below. This turn off would cause a bend in the roadway which he stated was very objectionable to the entire County of Somerset, since it was entirely feasible to eliminate the crossing on a straight line. He advised the Commission that following advice from the Commission that the reasons for the turn off were the facts that the drainage would be better on the new line and also that the costs would be about $40,000 in excess of a straight line, the local authorities had employed Thomas J. Wasser, former State Highway Engineer, as a consulting engineer, to make an independent report. He asked Mr. Woodruff, Clerk of the Board, to read this report.

Mr. Woodruff proceeded to read from Mr. Wasser's report, in which it was stated that field data taken would show that the drainage could be taken care of properly on the straight line without raising the railroad tracks, and that the streams have sufficient fall to take care of the drainage from either location also, that the part of the present highway affected is about 124 feet shorter than the distance involved in the proposed relocation, and in order to protect the traveling public, in view of the proposed type of construction involving a center row of columns, it would be necessary to maintain a lighted cautionary signal at all times. Mr. Wasser called attention to the fact that the Public Utility Commission has within its power the right to compel the elimination of this crossing by the railroad company at the entire expense of the company, and it should be possible to have the elimination accomplished without any further cost to the State than already agreed upon.

Senator Case advised the Commission that there would be no saving in detour expenses while such work was under way. He called upon Mr. Hugh K. Gaston, representing the Somerset County Good Roads Association and the Township of Hillsboro, who stated that all the people of the County felt it would be a mistake for the Commission to change the line of Route 16 from that existing. Senator Case then called upon Mr. Brown, Mr. Wright and other property owners who admitted selling property to the State for the improvement of Route 16, but stated that it was never intended that the line of the road should change. Judge Dungan addressed the Commission as one interested in the matter and stated that he believed the State Highway Commission should not allow a matter of dollars to stand in the way of a straight highway. He told of a negligence case coming before his court where an accident had resulted in the death of a child where an auto had not been able to see beyond a row of columns such as proposed in the structure for this crossing. He said that since they were on a skew, they would present a solid wall to those approaching at an angle.

Mayor Flockhart, of Somerville, advised that the relocation would add 250 feet to a return trip which would cost the traveling public considerably more than the increase in cost, when considered over a period of years.

Mr. Remsen, Director of the Somerset County Board of Freeholders, advised that the Board was in receipt of so many complaints on the attitude of the State Highway Commission toward this improvement, that it felt that it was necessary to call the matter again to the attention of the Commission.

March 17, 1925.

Mr. Woolston of the Board of Freeholders stated that he believed the cooperation given to the State by Somerset County in paying interest charges on reimbursement work would justify the State in expending the extra money needed to put the crossing elimination on a straight line.

Senator Case stated that there were present about 50 residents of Somerset County, and the sentiment in the County was unanimous for the straight line.

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Route 10, Bluff Road.

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On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following official detour for Route 11, Sections 9 and 10, Washington Avenue, Nutley and Washington Avenues, Belleville:

March 17, 1925.

Beginning at a point on Washington Avenue, in the City of Newark, where the same is intersected by Sylvan Avenue, and runs thence (1) westerly on Sylvan Avenue to Mount Prospect Avenue; thence (2) over Mt. Prospect Avenue, Quarry Street and Union Avenue northerly to Center St.; thence (3) easterly over Center Street to Washington Avenue (Route 11) in the Town of Nutley.

Detour-Route 4

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following official detour for Route 4, Section 20, Manasquan Grade Crossing Elimination Cut-off:

Beginning at a point on Route 4 at the dividing line between the Boroughs of Sea Girt and Manasquan, known as Sea Girt Avenue, and runs thence (1) westerly on Sea Girt Avenue to Broad Street, Manasquan; thence (2) southerly on Broad Street to Main Street; thence (3) easterly on Main Street to Route 4.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases as made in the employments since the last meeting of the Commission:

Employed

3-9-25	E. S. Scollan,	Junior Inspector	$135.00 per mo.
3-9-25	John Rogers,	Rodman,	100.00 " "
3-9-25	Bergen N. Carter,	Jr. Draftsman,	90.00 " "
3-16-25	Chas. R. Funk,	Asst. Civil Eng.	165.00 " "
3-16-25	C. G. Keueger,	" " "	165.00 " "

Increases

3-1-25	H. J. Noble,	Bridge Detailer,	$140. to $165. per mo.
3-15-25	W. R. Ketels,	Resident Engineer,	240. " 260. " "

Resignations

2-28-25	Leon B. Sickles,	Principal Clerk Stenographer.
3-9-25	E. B. Jones,	Mechanic.

Equipment-Passaic County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the award of contract by Passaic County to the Galion Iron Works & Mfg. Company for one 2-cylinder gas roller.

River Road, Nutley, Essex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for River Road, Nutley, Essex County, Motor Vehicle Aid work.

March 17, 1925.

Maintenance Materials-Passaic Co.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved a form of specifications and proposals for maintenance materials requested by Passaic County for 1925.

Maintenance Materials-Camden Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved specifications for application of 129,251 gallons of SCO for use on gravel roads in Camden County in 1925.

Sea Isle Blvd., Cape May County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for sand or gravel shoulders on Sea Isle Boulevard, Cape May County, Motor Vehicle Aid.

Maintenance Materials-Atlantic Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the specifications for tar treatment of 208,450 square yards of gravel roads in Atlantic County in 1925.

Township Aid-Somerset County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for Neshanic-Clover Hill Road, Hillsborough Township, Somerset County, Township Aid.

Township Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the Pittstown-Quakertown Road, Section 2, Franklin Township, Hunterdon County, Township Aid.

Township Aid-Salem County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved final statement on the Garden Road, Pittsgrove Township, Salem County, Township Aid.

Township & Borough Aid Transfer

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved a transfer of $500.00 Township Aid Account, from VanEmburgh Avenue in Washington Township to VanEmburgh Avenue in Hillsdale Borough, both in Bergen County.

March 17, 1925.

Maps.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of 1500 State Highway maps, known as Atlas Sheet No. 43, at a cost of $137.00; the names of the Commissioners to be printed on these maps in the Department.

Township & Borough Aid-
Gloucester County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the insertion of a price of $2.50 per hour for tractor in the price agreement as already approved for the Aura-Clayton Road, Elk Township, Gloucester County, Township and Borough Aid.

Township & Borough Aid-
Burlington County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of revision of price agreement previously approved on the Chatsworth-Ocean County Line Road, Section 1, Woodland Township, so that the rental of tractor will read:

> "Rental of tractor including operator, fuel, lubricent, repairs and accessories at $2.00 per hour for the time the tractor is actually working."

instead of a rental price of $7.00 per day.

Federal Aid-Warren County;
Phillipsburg-Belvidere Rd.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved a Federal Aid Project Statement of the Phillipsburg-Belvidere Road, Warren County, the original application having been approved in August of 1924.

Maintenance Materials-Monmouth County

The State Highway Engineer again presented for consideration the matter of approval of award as made by Monmouth County on maintenance materials, and he recommended that the awards as made be approved. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the awards as approved by Monmouth County on the following maintenance materials:

300,000 gallons,	Lignin Binder,	M. R. Young of Trenton,	$34,200.00
50,000 "	Asphaltic Oil,	Asphalt Service, Inc. New Brunswick,	10,950.00
100,000 gallons,	surface dressing,	W.J.Harrington, New York,	39,000.00

March 17, 1925.

East Main Street, Boonton

The Secretary informed the Commission that he had received advice from Morris County to the effect that under the resolutions as adopted by the State Highway Commission, they would fall short in financing the improvement of East Main Street, Boonton, by the sum of $2,159.45 and he recommended that the Commission approve this amount as State Aid, funds to be provided from the State Aid savings. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an allotment of $2,159.45 to make up a balance due on East Main Street, Boonton, Morris County, in accordance with action taken by the Commission on August 8, 1923.

The Commission then went into conference at 5:30 P.M. to discuss the legislation concerning gasoline tax and the apportionment of revenues between the State and Counties. This conference was ended at 6:30 P.M. and on motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned to meet in regular session again on Tuesday, March 24th, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - March 24, 1925

A regular meeting of the State Highway Commission was held in the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, March 24, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Right of Way, Route #1, Extension

The State Highway Engineer reported that in accordance with the authority delegated to him by the Commission at its meeting held March 13th last, with reference to the acquisition of lands necessary for the construction of Route 1, Extension through Jersey City, he had caused offers to be made for the purchase of certain lands situate in Jersey City, Hudson County, to be made to the owners of record thereof as follows:

Block 324,	Lot	C	Molly Eichenbaum,	$ 7,500.00
"	"	A & B	Heirs of Adam J. Dittmar	20,000.00
"	"	32	Isabella M. Dittmar	5,000.00
"	"	D-1 & pt. of 23	Frank A. Scatuorchio	10,000.00

and said offers having been severally rejected by said owners, he had caused condemnation proceedings for the acquisition of said lands to be instituted.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously approved, ratified and in all respects confirmed the action of the State Highway Engineer in the premises.

The State Highway Engineer next presented a report with recommendations concerning the acquisition of several parcels of property owned by the Pennorn Creek Railroad Company, situate in Jersey City, on the line of State Highway Route 1, Extension. On motion by Mr. Stewart, seconded by Mr. Jelin, the following resolution was unanimously adopted:

RESOLVED, that this Commission does hereby determine to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 1, Extension in Jersey City all those certain lots, tracts or parcels of land and premises, situate lying and being in the City of Jersey City, in the County of Hudson and State of New Jersey, as hereinafter described, and State Highway

March 24, 1925

Engineer Sloan is hereby authorized and directed on behalf of this Commission to make an offer to the owner or owners of said lands and premises as per schedule hereinafter set forth, for the conveyance of said lands to the State of New Jersey, free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be promptly acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises:

(1) A tract of land seventeen and one-half feet in width and fifty feet deep throughout, located on the westerly side of Jersey Avenue, twelve and one-half feet southerly from Twelfth Street, and shown as all of lot lettered "D" and the northerly portion of lot lettered "E" in Block numbered Three Hundred and twenty-four as laid down on the "Official assessment map of Jersey City, 1894," made by L. D. Fowler Civil Engineer and Surveyor, together with all rights, title and interest in and to the eight foot alley lying immediately to the rear of said tract;

(2) A tract of land one hundred and twenty-five feet in width and thirty feet deep throughout, located on the southerly side of Twelfth Street, one hundred and twenty-five feet westerly from Jersey Avenue and shown as the most northerly portion of lots numbered twenty-seven, twenty-eight, twenty-nine, thirty and thirty-one in Block numbered three hundred and twenty-four, as laid down on said map;

(3) A Tract of land four hundred feet wide and thirty feet deep throughout, lying on the southerly side of Twelfth Street between the westerly side of Coles Street and the easterly side of Monmouth Street, and being all of lots one and twenty-four and the most northerly portion of lots numbered two, twenty-three, twenty-five, twenty-six, twenty-seven, twenty-eight, twenty-nine, thirty, thirty-one and thirty-two in Block three hundred and sixty-one as laid down on said map.

Schedule of Amounts to be offered

Block 324,	Lot D	-	$ 3,897.00
"	" E	-	3,673.00
"	" 27	-	14,641.00

Block 324,	Lot 28	-	$ 14,641.00
"	" 29	-	5,898.00
"	" 30	-	14,766.00
"	" 31	-	14,646.00
"	(as above described)	-	60,871.00
	TOTAL........		$133, 033.00

Route #20, Glassboro

The Secretary informed the Commission that a delegation from the Town of Glassboro was present in accordance with an invitation extended by the Commission, granting them a hearing on the matter of the paving of Route #20 through Glassboro. Mr. Beckett, Attorney for the Town, first addressed the meeting and advised that the State Highway Commission had under contract the improvement of a section of Route #20, leading up to and away from Glassboro, due to the fact that the Borough was proceeding to lay sewer connections and underground work at the time when the contract was awarded. He advised that the Broad Street was thirty feet in width, and information had come to the State desired that the road be forty feet, which would necessitate the moving back of existing sidewalks for five feet on each side. He advised further that it was the unanimous desire of the Borough that the width of the roadway be left at thirty feet when improved, but in the event that the State desired to complete forty feet, there was presented a petition signed by owners of two-thirds of the frontage on both sides of the Street who were willing to have the roadway forty feet in width. He urged that the Commission determine to improve this road through Glassboro, preferably through the coming summer.

He then introduced Mayor Stenger, who advised the Commission of traffic using the Borough Street and the necessity for having a paved highway. He advised that in the event it was necessary to make a forty foot highway that he believed that sufficient owners were interested in this by signifying their approval and signing the petition, and he also conveyed the opinion of the Civic Associations of the Borough. He also presented a communication from Senator Davis of Gloucester County, expressing the hope that the Commission would give consideration to their request. He asked that the Commission consider putting in a twenty-nine foot pavement in the event the roadway was widened to forty feet, in the same manner as had been done in other municipalities.

Mr. Daniel T. Steelman, President of the Glassboro Broad Street Improvement Association, addressed the Commission and stated that he was a property owner living on Broad Street and his Association was opposed to a widening beyond thirty feet for the reason that it would not be economical, since it would be necessary to acquire additional lands for the improvement. He also stated that the widening would cause the ruination of a large number of trees which have taken years to develop. He further stated that the Association believed that a narrow road through the Town tended to keep the traffic moving more slowly than on a wide boulevard, thus being a factor of safety to the pedestrian. Mr. Steelman stated that he had a petition signed by fifty-three out of eighty residents along the street, who were in favor of a thirty foot pavement.

Dr. Gifford of Glassboro spoke and stated that he was a owner of a large amount of property on Broad Street and he believed that there should be a forty foot widening in order to permit of development through the Street. He spoke of his very valuable trees on his property, which he would sacrifice for the benefit of the improvement.

Mr. Beckett arose to tell the Commission that if the widening was made equally on both sides it would not be necessary to destroy very many trees, since the forty foot line would not touch them.

Chairman Scott informed the delegation that the State Highway Commission was very anxious, in going through any particular locality, to remain on friendly terms, and for this reason it was desirous that local difficulties be settled before the problems were taken up by the State Highway Commission. He also advised that the State Highway Commission, has, during the past year, undertaken the improvement of a great number of miles of road in South Jersey and the Legislature has failed to add any funds to those already in the possession of the Commission, which makes it very necessary that the most important pieces of work be undertaken with the funds in hand. He advised that the State Highway Commission would give their views very careful consideration, but would first ask that the problem be solved by the local municipality as to the width of the pavement.

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Maintenance Materials-Ocean Co.,
Equipment " "
Request for Aid " "

The Secretary informed the Commission that a delegation from Ocean City was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Senator Mathis, Director Savage, Freeholder Butler and Chairman of the Road Committee Applegate.

Mr. Applegate addressed the Commission and advised that the delegation was present to discuss statements which State Highway Engineer Sloan made before the Kiwanis Club of Toms River during the past week, following which the Board was censored by the press for proposing to expend the county money in extravagant fashion on road oiling. He inquired whether these statements were authorized by the Commission or not.

State Highway Engineer Sloan advised the Commission that following an address given by him to the Kiwanis Club, he was plied with questions concerning County matters, and among the questions asked was the cost to the State of the application of SCO per mile, and he had advised that it was $1200.00 without recourse to exact figures. Subsequent investigation showed this to be $1060.00 This had been taken up by some of the local people and on the basis of the amount advertised by the County over the mileage proposed to spread, it was found that the cost in Ocean County was anticipated to be in excess of $2500.00 per mile, but he explained that he had no facts at his disposal at the time by which he could compare the State figures with the County.

Mr. Applegate then described to the Commission just what was contimplated in Ocean County as regards SCO and stated that the County would be very willing, if the State would offer the services of its engineers, to have the matter gone over very thoroughly in order that the County could advertise for the work that was absolutely necessary.

Director Savage explained to the Commission that the County had experimented on a four mile stretch with SCO and had secured such good results that it was proposed to extend the use of it as far as possible with the funds in hand without detriment to any County repairs needed. He stated that while the bids called for approximately 300,000 gallons, the amount actually needed was 215,000 gallons.

He advised the Commission that he believed the Commission was correct in not approving of plans and specifications prior to the approval of the County schedule, but this was entirely due to a misunderstanding. He suggested, too, that the Commission send a representative to the County in order that these matters could be entirely straightened out and that the work could be advertised for at the earliest possible moment.

Assistant State Highway Engineer Reed advised that he had already made a study of the situtation in the County and he believed that considerable saving would result if the bids were received on separate projects bid by the County rather than by them all in one lump, since there are certain sections where the gravel needed for surfacing is available to the job, while in others a considerable haul is required.

State Highway Engineer Sloan stated that he believed that the County should, where possible, place the gravel surface on the road with its own forces and then contract only for the SCO treatment.

Mr. Savage inquired whether there would be any chance for the County to secure any State Aid upon the Lakewood-New Egypt Road.

Chairman Scott spoke for the Commission and advised that the Commission would be very glad to give the County the cooperation of any of the Engineering Staff in order to secure the greatest return for the investments, and that the only question which had arisen in the minds of the Commission was that it could not see its way clear to approve of a contract awarded by the County prior to submission of specifications and advertisement for approval. As to State Aid the Chairman advised that in view of the large amount of construction being done on State Highway Route #4 this year it would not be possible to grant Ocean County any funds.

Senator Mathis addressed the Commission and urged consideration for the Board of Freeholders and suggested that when this work is readvertised the Commission cooperate by giving prompt approval to the low bids received.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the State Highway Engineer detail proper engineering assistance to Ocean County in order that they present a proper schedule for Ocean County repairs for 1925.

Before the meeting closed, Mr. Applegate inquired concerning the instructions from the Commission as to the advertising for road graders and whether it was intended that the Allis Chalmers be not allowed in competition. Chairman Scott advised that it was not intended to shut out any one, but rather that the Commission's instructions were that the County should advertise for three different machines, one of which was the Allis Chalmers and the others were the Hadfield-Penfield and the Austin.

Route #16, South Somerville, Grade Crossing Elimination

The Secretary presented a communication from Hon. C. E. Case of Somerset County with further reference to the hearing given the Somerset County delegation, which protested against the realignment of the Grade Crossing at South Somerville, and recommending that the existing straight alignment be followed.

Senator Case advised that while it was claimed by the Commission that there would be a saving on the new location, still the economic loss, resulting from the return to the County of the unused dead ends on the existing line, would, over a period of years, show a loss rather than a profit on the new line.

Mr. Jelin stated that he had given this matter very serious thought since the last meeting and it was his belief that an application should be made to the Public Utility Commission looking toward the Railroad Company paying for the elimination of the grade crossing, and that the State Highway Commission should adopt the line on its present alignment rather than put a curve in the road.

Commissioner Ridde stated that he believed this question would result in holding up the program on grade crossing elimination, which had been so successful in the past, because it would prevent the cooperation between the State and the railroads as before. Commissioner Stewart stated that he believed that in view of the recent decision from the Supreme Court of the United States to the effect that Public Utility Commissions can direct railroad companies to eliminate grade crossings, it is almost mandatory upon the State Highway Commission to adopt such a motion before proceeding into any negotiations with railroad companies.

Commissioner Jelin stated that there was the further reason that the public opinion in this particular locality was unanimous with regard to this condition, and he moved that the State Highway Engineer be instructed to make application to the Public Utility Commission for an order requiring the Lehigh Valley Railroad Company to eliminate the grade crossing on Route #16, South Somerville, at Royce Valley Station, and further that there should be eliminated from the contract for paving the amount of work on each side sufficient to accommodate the elimination of the railroad crossing. This was seconded by Mr. Stewart and adopted.

Institutional Roads

The Secretary presented a communication received by Chairman Scott from Mrs. Mabel S. Douglass, Dean of the New Jersey College for Women at New Brunswick, requesting that the Commission give consideration to the paving of Nichol Avenue, New Brunswick, the approach to the New Jersey College for Women, which request was made on the State Highway Commission last year.

Commissioner Jelin reported to the Commission that when this matter was referred to him last year he had inspected the same, and at that time they were just beginning to build dormitories and there was no immediate need for the improvement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mrs. Douglass be advised of the report rendered by Mr. Jelin as to conditions last year, and that the Engineering Department make a further investigation on the matter for attention at the next meeting.

Damage Claim, Route #13

The Secretary presented a communication from Mr. H. C. Havens of Lawrenceville, claiming damages to the drainage system on his property, and there was presented a recommendation from the Engineering Department that Mr. Havens be allowed $174.20 in full settlement of all his claims. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the payment to Mr. H. C. Havens on Route #13, Section #6 of $174.20 for all claims on account of damages to drainage system on his property.

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Motor Vehicle Aid, Monmouth Co.,

The Secretary presented a communication from the Monmouth County Board of Freeholders, requesting aid on two sections of State Highway which were abondoned by the State and reverted to the County for maintenance after the maintenance schedule for 1925 had been prepared. The County asked aid to the amount of $1,500.00 on the Road from Biggetts Corner to Sea Girt Avenue in Manasquan and Ashley Avenue and a part of Union Lane in Brielle. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that Monmouth County be given $1,000.00 as aid from the Motor Vehicle Reserve Account, toward the maintenance of these two sections, in view of the conditions under which these sections were returned to the County.

Route #4, Navesink River Bridge

The Secretary presented a communication received by Commissioner Jelin from the River Plaza & Vicinity Tax Payers Association, Inc. of Red Bank, inquiring as to whether the Commission could give a hearing to a delegation, looking toward the placing of a dam in connection with the construction of the Navesink River Bridge on Route #4. The Secretary informed the Commission that he had received advice from Assistant Attorney General Coulomb to the effect that the State Highway Commission cannot with its own funds construct a dam and it is doubtful whether it is possible, under the law, for the Commission to accept any contributions from local municipalities for this purpose. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that they be advised that information has been received from the Attorney General's Department that it would be illegal for the Commission to consider the construction of a dam in connection with the Cooper Bridge, and for that reason it would not seem necessary that a hearing be allowed.

Trolley Tracks, Route #5, Madison & Chatham

The Secretary presented a resolution from the Common Council of the Boroughs of Madison and Chatham, Morris County, requesting the State Highway Commission to make such temporary repairs to Route #5 between the trolley tracks of the Morris County Traction Company at

Madison and Chatham as will make the same safe and passable until a permanent roadway is put down. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged and that the State Highway Engineer be instructed to request the Attorney General to serve formal notice upon the receivers of the Morris County Traction Company, calling upon them to repair as quickly as possible the dangers existing between the trolley tracks in accordance with their franchise.

Right of Way, Route 1, Extension

The Secretary presented a communication from Dr. H. B. Kummel, General Manager of the Morris Canal & Banking Company, calling attention to an offer received by his company for a parcel of land on Route #1, Extension, Lincoln Highway Section, from the Ford Motor Company, and inquiring whether or not this land will be needed by the State for highway purposes, in order that the State may acquire same before it is sold to private interests. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the State Highway Engineer arrange for a conference with the manager of the Morris Canal & Banking Company and County Engineer Stickel of Essex County, in order to determine what the State needs may be for road purposes in this locality and whether on not it is deemed necessary to reserve this land or part of same.

Route #18-North, Alpine

The Secretary presented a communication from Hon. Ernest C. Heppenheimer of Jersey City, requesting information as to when the State Highway Commission would proceed with the work on Route #18 through Alpine, since there were rumors to the effect that the Commission shall abandon the thought to proceed with this work. Commissioner Kidde inquired as to whether that particular section through Alpine could not be proceeded with. State Highway Engineer Sloan informed the Commission that due to the fact that this was a very short strip of one and one-half miles, it would be very difficult to secure competition.

The Secretary informed the Commission that Mr. Leo Schwartzstein was present to discuss this matter with the Commission. Mr. Schwartzstein advised that he was interested in ascertaining whether it would be possible for the Commission to maintain a short strip of about 500 feet, which be believed dangerous to traffic on a section of Route #18, coming off the ferry location.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication from Judge Heppenheimer be acknowledged and that he be advised that it is the purpose of the Commission to proceed at the earliest possible time, when assurance is in hand from New York, and further that the Maintenance Division be instructed to make such necessary repairs on Route #18 in this particular locality, as will place the same in suitable condition for travel.

The Commission then recessed for luncheon at 1:30 P. M. to meet again at 2:30. The meeting was resumed at 3:30 P. M., with the same members present as at the morning session.

Right of Way, Entrance Road, Camden Bridge Approach

The Secretary informed the Commission that Mr. Frank D. Schroth, agent for the receiver of the N. Z. Graves Company in Camden was present. On motion, duly seconded, a hearing was granted. Mr. Schroth informed the Commission that Mr. Graves had been in Trenton during the moring but it was found necessary for him to leave the City, and he presented to each Commissioner a typewritten statement covering the proposition of the N. Z. Graves Company to turn their property over for State Highway purposes, in which statement he advised that $200,000.00 would cover all claims.

Commissioner Kidde stated that he believed the Commission should make an offer of the average price set by the State's appraisers for the property and such salvage as would be on this property, and he moved that an offer of $130,000.00 be made to the N. Z. Graves Company's receiver for land and buildings on the Entrance Road at Camden, and that they be privileged to remove the buildings as salvage, if taken off within sixty days from the acceptance of the agreement; otherwise the same would remain the property of the State Highway Commission, and in the event that this offer is refused that condemnation proceedings be instituted in accordance with the following resolution:

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RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route known as Entrance Road, Camden Bridge Approach being a portion of the extension of State Highway Routes 2, 3 and 6, to connect with the New Delaware River Bridge, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 37. Beginning at a point in the easterly side of Twelfth Street four hundred fifty-nine and eighty-three hundredths (459.83) feet from the intersection of the Easterly line of Twelfth St. with the northerly line of Federal Street, said point being distant forty-four and five tenths (44.5) feet from and normal to the proposed center line of the Penn Street Branch of the Entrance Road in the City of Camden at Station 7 plus 85. 63, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from N. Z. Graves Inc., City of Camden, Scale 1" equals 50', January, 1925." and running:

Thence (1) bounding the lands of grantors and along the easterly side of Twelfth Street, North ten degrees, three minutes, thirty seconds East (N10-03'-30"E) one hundred seventy-two and nineteen hundredths (172.19) feet to a point;

Thence (2) through the lands of grantors, of which this tract about to be conveyed is a part, along the proposed easterly right-of-way line of the Entrance Road, South forty-two degrees, twenty-nine minutes East (S42-29'E) four hundred sixty-one and forty-four hundredths (461.44) feet to a point of curvature marked "P. C. Station 12 plus 78.78," said course being parallel to and distant sixty (60) feet from the proposed center line of the Entrance Road;

Thence (3) still through the lands of grantors along the proposed easterly right-of-way line in a southeasterly direction, concentric with and sixty (60) feet distant radially from the said proposed center line of the Entrance Road, along the arc of a curve to the right with a radius of one thousand, four hundred, ninety-two and sixty-nine hundredths (1492.69) feet a distance of one hundred fifteen and fourteen hundredths (115.14) feet to a point in the northerly right of way line of the Pennsylvania Railroad (Trenton Division);

Thence (4) bounding lands of grantors and along said northerly right-of-way line South seventy-five degrees, two minutes West (S75-02'W), one hundred thirty-one and forty-five hundredths (131.45) feet to a point in the proposed westerly right-of-way line of the Entrance Road;

Thence (5) through the lands of grantors and along the said proposed westerly right-of-way line of the Entrance Road in a northwesterly direction, concentric with and sixty (60) feet distant radially from the said proposed center line of the Entrance Road, along the arc of a curve to the left with a radius of one thousand three hundred seventy-two and sixty-nine hundredths (1372.69) feet a distance of fifty-four and thirty-one hundredths (54.31) feet to a point of tangency marked "P. C. Station 12 plus 78.78,";

Thence (6) still through the lands of grantors and along said proposed westerly right-of-way line, North forty-two degrees, twenty-nine minutes West (N42-29'W) One hundred sixty-five and eighty-seven hundredths (165.87) feet to a point of tangency marked "P. T. Station 11 plus 12.91," said curve being parallel to and distant sixty (60) feet from the proposed center line of the Entrance Road, said point being distant forty-four and five tenths (44.5) feet from and normal to the proposed center line of the Penn Street Branch of the Entrance Road marked "P. T. Station 9 plus 85.13,"as shown on a plan

Thence (7) still through the lands of grantors along said proposed westerly right-of-way line in a northwesterly direction, concentric with and forth-four and five tenths (44.5) feet distant radially from the said proposed center line of the Penn Street Branch of the Entrance Road along the arc of a curve to the left with a radius of one thousand one hundred one and seventy-eight hundredths (1101.78) feet, a distance of one hundred ninety-one and eighty-one hundredths (191.81) feet to the point and place of beginning;

CONTAINING sixty-one thousand, six hundred and twenty-nine (61,129) square feet, be the same more or less;

INTENDING TO CONVEY all of that land now owned or controlled by the grantors within sixty (60) feet of the proposed center line of the Entrance Road and within forty-four and a half (44½) feet of the proposed center line of the Penn Street Branch of the Entrance Road, situated between the easterly side of Twelfth Street and the United New Jersey Railroad and Canal Company, including that portion over which the Sun Oil Company now has Easement which lies within sixty (60) feet of the proposed center line of the Entrance Road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $130,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route #3, Widening, Hammonton

State Highway Engineer Sloan direction the attention of the Commission to the fact that the widening of Route #3 through Hammonton had originally been removed from the contract awarded by the Commission, and he would recommend that the Commission approve the replacing in the contract of the sections stricken out, due to the fact that the Maintenance Division has determined that it will not be able to save any money over the prices given by the contractor. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer, and directed that the deduction as originally made on Route #3 Widening contract through Hammonton, be returned to the contract and that the same be done as originally authorized at the earliest possible time.

Request for Aid-Somerset County

The Secretary informed the Commission that Mr. F. W. Remsen, Director of the Board of Freeholders of Somerset County, together with Freeholder Wolston, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Remsen advised that the County of Somerset has, for the past three years, maintained the Easton Avenue Turnpike while the same was being used as a detour for the construction of the River Road in Middlesex County. This would again be the case in 1925, and he inquired whether the State Highway Commission would be willing to give aid to the extent of 50 per cent for repair to this improvement. He estimated the total cost to be $28,000.00.

Mr. Jelin stated that inasmuch as this roadway was used as a detour it would be much more preferable to continue the road at present in good condition for travel. Commissioner Jelin further stated that he believed the section of this work in most need of repair was between the wireless station and New Brunswick, and he moved that the matter be taken under advisement by the Commission. This was seconded by Mr. Stewart and adopted.

Mr. Woolston added a few remarks to those made by Mr. Remsen, reminding the Commission of the fact that Somerset County had not received any State Aid for a number of years.

Lighting, Route #10, Edgewater

The Secretary presented a communication from W. J. Wright, Attorney for the Borough of Edgewater, requesting the State Highway Commission to reconsider its action calling for the termination of the agreement with the lighting companu for the illumination of the steep grades on Route #10 in the Borough of Edgewater. He stated that if the State Highway Commission will continue this arrangement for another year the Borough will be willing to participate toward the lighting of any section which is in the Borough.

State Highway Engineer Sloan presented a report to the Commission advising that there were in all twenty-five lights existing on this section of roadway, of which there were five on the upper loop and eight on the lower loop. Commissioner Kidde moved that the State Highway Engineer be instructed to negotiate with the lighting company for the requisite number of lamps on the two curves on this road, and that the Borough authorities be advised that any other lights at the end of the road or at such other places as they believed necessary must be provided and paid for by the Borough. This was seconded by Mr. Jelin and adopted.

Amboy Bridge-Old

The Secretary presented a communication from the Attorney of Perth Amboy, presenting a resolution requesting the State Highway Commission to grant to the City of Perth Amboy a section of the old Amboy Bridge for use as a recreation pier when the new Amboy Bridge is put into service. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the communication be received and placed on file for consideration at such time as the new Amboy Bridge may be nearing completion.

Exhibits, State Highway

The Secretary presented a communication from the Manager of a Science Exhibition at Woodlawn Park, requesting the State Highway Commission to assist in the assembling of material for the Science Exhibition for the coming spring and summer, for which a building is being arranged at the park, and suggesting that the State furnish maps and drawings of the Philadelphia-Camden and the proposed New Jersey-New York Bridge, and also the Holland Tunnel. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Offices, State Highway

State Highway Engineer Sloan brought to the attention of the Commission the matter of office space at Newark, in which he advised that following arrangements discussed by the Division Engineer and with a new office building owner, he had advised the owner of the present premises that the State would consider leaving at the end of its lease on May first; and in view of the fact that the State will not be able to build a new building inside of two years, it was very necessary that new locations be secured before the expiration of the lease. He recommended that the Commission accept the proposition in the building at the corner of Springfield Avenue and Branford Place, for 1206 square feet of floor space at the consideration of $3,000.00 per annum. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this matter be referred to Commissioner Kidde with power to investigate and close the proposition, if it appeared desirable.

Equipment-Moving Picture Machine

State Highway Engineer Sloan advised the Commission that he had been asked to bring before the Commission the question as to whether the Commission would be interested in the purchase of a moving picture machine at a cost of $500.00, which could be placed on the front of an automobile and would record the conditions of any sections of roadway or any particular location. Commissioner Stewart stated that from his experience this machine was allright for a moving picture, but in the event it was necessary to stop it in order to view any particular picture, it would result in the ruination of films, and he moved that the matter be laid on the table at this time. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up item by item as follows, with the recommendations of the State Highway Engineer:

Route #4, Section #28A.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #4, Section #28A, Waretown-Forked River Cutoff, as presented by the State Highway Engineer, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer, and the Chief Clerk is directed to place the necessary advertisement for the work.

Detour, Route #16.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer that the State take over for maintenance the southerly half of a detour as made necessary in the Borough of Somerville, by the elevation of the tracks of the Central Railroad of New Jersey, from a point where the detour leaves Route #16 to the bridge over the tracks of the railroad company on Center Street, in lieu of granting further aid to the borough on account of this detour.

Abandonment, Route #8.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution for the abandonment of a portion of Route #8 at M. P. 9.1:

> WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route No. 8 from Montclair to New York-New Jersey State Line, at Unionville, by way of Singac, Wayne, Pompton Plains, Butler, New Foundland, Stockholm, Franklin Furnace and Sussex, and,
>
> WHEREAS, upon the construction of bridge M. P. 9.1 over the Pompton River and approaches, it has been found desirable to relocate a certain portion of the said route for the betterment of the alignment, grade, etc., and
>
> WHEREAS, upon the construction of the said bridge and approaches on the revised line, there is a certain portion of the old road and bridge heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, Be it Resolved, by the State Highway Commission of the State of New Jersey that the certain portions of the State Highway Route No. 8, Bridge M. P. 9.1 and approaches as hereinafter described, be and the same are herby abandoned as a part of Route #8 and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment therein in Chapter 220, Laws of 1919.

Beginning at a point in the center line of the old road as taken over, said point being in the boundary line between Passaic and Morris Counties, said point being measured forty-one (41') feet more or less normally to the center line of the new line as constructed a about Station 437 + 63; thence (1) along the center line of the old road in an easterly direction a distance of two hundred fourteen (214') feet more or less to a point; thence (2) in a southerly direction a distance of one-hundred twenty-six (126') feet more or less to a point, said point being the intersection of the center line of the old road and the new northerly right of way line, said point being measured thirty-three (33') feet normally from the center line of the new road as constructed at about Station 440 + 85.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Passaic County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road between the Pompton River and the Essex-Passaic County line as taken over September 1, 1919 lying outside the limits of the acquired right of way of the road as constructed between Station 437 + 63 and Station 440 + 85 more or less as shown on plan on file in the offices of the said State Highway Commission at Trenton, N. J.

Offices

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance and execution of a lease by the Chairman for the rental of a Field Office at Freehold, New Jersey.

Right of Way, Route #3

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route #3, Section #12, Egg Harbor-Hammonton Section:

Parcel #116,	Emily Gemeinhardt & Husband	$10.65
" #121,	Joana Camp, unmarried,	8.85

Right of Way, Route #4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route #4, Section #27, Forked River-Cedar Creek; a letter of thanks to be forwarded:

Parcel	#12 & #16,	Antone Keiber & Wife,	$1.00
"	#18 & #24,	Wm. H. Penn and Alfred Grant,	$1.00
"	#19,	Benjamin Sanders,	$1.00
"	#23,	Joel W. Barkalow,	$1.00
"	#27,	Howard J. Applegate,	$1.00
"	#95,	Junietta Worstall,	$1.00
"	#107,	Matilda Jeffrey,	$1.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route #4, Section #28A, Waretown-Forked River:

Parcel	#1,	Susanna Cross Estate,	25.00 plus legal expenses necessary in clearing title.
"	#3,	Mary Amanda Lane & Husband	$ 15.00
"	#4,	John W. Creby, (quit Claim deed)	1.00
"	#5,	John Creby, & Wife	35.00
"	#7,	Caroline Ridgeway & Husband	5.00
"	#10 & 10A,	Michael M. Olnowich & Wife,	250. 00
"	#12,	George H. Camburn & Wife,	5.00
"	#15,	Joseph T. Camburn & Wife,	5.00
"	#20,	Thomas H. Thropp & Wife,	60.00
"	#21,	Daniel V. Wilbert & Wife,	35.50

Right of Way, Route #14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on Route #14, Section #8, Swainton-Ocean View:

Parcel	#18,	Chas. R. Hall,	$ 2.55
"	#42A,	Humphrey Ludlum, (widower)	14.10
"	#43 & 43A	Deborah Mitchell Estate,	151.00
"	#42 & 43B	Asbury Methodist Episcopal Ch.	15.00
"	#53,	Carrie Sayers,	44.25
"	#56,	Joseph Riggins,	25.00
"	#65,	P. W. Stephens,	33.60
"	#66,	Maggie S. Moyer,	24.00
"	#68,	Israel Abrams,	50.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #66, from Alice W. Higby and Husband on Route #14, Section #11, Petersburg-Tuckahoe Section, for the consideration of $47.70.

Right of Way, Entrance Boulevard

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of an increase in the amount to be paid to Marietta J. and Martin Sabye, for Parcels #5A & 5B on the Entrance Road at Camden, the total sum being $2,100.00 as against the former allowance of $2,000.00; this being due to the fact that Mr. Saabye had not signed the original agreement and now refused to sign it.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the followin parcels of property on the Entrance Boulevard:

Parcel		Consideration
14,	Stefan Wasilowski et ux,	$2,590.00
29,	Wm. G. & Clare T. Moore,	720.00

On motion by Mr Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on the Entrance Road to the Delaware River Bridge, at Camden:

Parcel		Consideration
17,	John & Celia Russel,	$2300.00
18,	Ditto	2300.00
19,	Ditto	2300.00
20,	Ditto	2300.00
21,	Ditto	2300.00
22,	Ditto	2300.00
23A & 23B	Ditto	2650.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an agreement with the Sun Oil Company for the release of Easement #1 on the Entrance Road at Camden, for the consideration of $1.00 plus grading down to the final street level, to provide satisfactory, free, easy and unobstructed passage to other lands of grantor.

Extension of Time-
Albany St. Bridge, Route #1.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved an extension of time to Michael Staub, contractor on Albany Street Bridge on Route #1, for 40 working days, caused by the addition of several items to the original contract.

Meetings

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission authorized the State Highway Engineer to attend a meeting of the Committee on Regional Plan of New York an Its Environs, to be held at the Harvard Club, on April 7th, in accordance with the invitation extended by the General Director of Plans and Surveys.

Right of Way, Route #1,
Extension, Jersey City,

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved payment of $1450 to C. Alfred Burhorn for appraisal as made by him on property on Route #1 Extension through Jersey City.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the following additions and changes in the personnel as approved by the State Highway Engineer since the last meeting.

March 24, 1925

Employed

3/20/25	Sherman Tozour,	Maint. Foreman,	$155.00	per mo.
4/1/25	Chas. J. Hartman,	Gravel Patrolman,	85.00	" "
4/1/25	John L. Kulp,	" "	85.00	" "
3/16/25	Frederic P. Reimer,	Jr. Engineer,	125.00	" "
4/1/25	Leland S. Buzby,	Sr. Draftsman,	140.00	" "
3/23/25	O. Herbert Fritzsche,	Jr. Engineer,	125.00	" "
3/16/25	V. J. Rebbeck,	Jr. Draftsman,	90.00	" "
4/1/25	I. E. Campbell,	Jr. Inspector,	135.00	" "
4/1/25	W. H. Heim, Jr.	Highway Inspector	155.00	" "
3/16/25	Owen Malone,	Rollerman,	150.00	" "

Increases

4/1/25	Morris Balbresky,	Jr. Clk.-Typ.	$55.00 to Chainman, $75.
4/1/25	Harry R. Hill,	Cost Clk.	$100. to Sr. Clk. $115.
3/16/25	John Jughes,	Bridge Tender,	$90. to $100.00

Discontinued Employments

3/21/25	L. L. Coudert,	Assistant Civil Engineer	Resigned.
3/15/25	Joseph Ross,	" " "	"
3/16/25	M. S. Kendrick,	" " "	"
2/21/25	I. E. Campbell, Jr.	Inspector	Laid Off.
3/5/25	Bert. Emery,	Motor Tr. Driver,	Discharged.
3/14/25	John R. Abbott,	Mechanic,	Resigned.
3/13/25	Frank A. Aquindo,	Motor Tr. Driver,	"

Maintenance Materials, Warren County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved award of contract for maintenance and repair materials to be used by Warren County during 1925.

Maintenance Materials, Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved specifications for 56,720 gallons Tar B or UB, and 56,086 gallons Tar X or U3 for use on Mercer County Maintenance work.

Maintenance Materials, Union County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of award of contracts for maintenenance and repair materials to be used in Union County during 1925.

Maintenance Materials, Salem County

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of award of contract by Salem County for 405,000 gallons of Slow Curing Oil to Asphalt Service, Inc., to a total of $43,254.00.

Maintenance Materials, Sussex County

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of specifications for maintenance and repair materials for Sussex County roads in 1925.

March 24, 1925

Township Aid, Bergen County

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved award of contract by Hillsdale Borough, Bergen County, on VanEmburgh Avenue, township aid work.

Township Aid, Gloucester County

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of acceptance and final payment on Aura & Clayton Road, Elk Township, Gloucester County.

Township Aid, Morris County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved acceptance and final payment on Denville-Mt. Lakes Road, Denville Township, Morris County.

Fort Elfsburg-Salem Road, Motor Vehicle Aid, Salem Co.,

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved of Salem County advertisement for loading and hauling of 1500 cubic yards of gravel for use on Fort Elfsburg-Salem Road.

Township Aid, Morris County

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved extension of time from October 20, 1923 to August 8, 1924, on Denville-Mt. Lakes Road, Denville Township, Morris County.

Township Aid, Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission accepted and authorized final payment on Clementon-Erial Road, Section No. 2, Clementon Township and Borough, Camden County.

Township Aid, Cumberland County

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission accepted and authorized final payment on Turkey Point Road, Sec. #2, Downe Township, Cumberland County.

Township Aid, Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved acceptance and final payment on Brooklyn-Blue Anchor Road, and Sicklerville Road, Winslow Township, Camden County.

Cape May Point Boulevard, Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved plans and specifications for Cape May Point Boulevard, Cape May County Motor Vehicle Aid work, and granted a special allotment from the reserve account in the amount of $25,000 toward this work.

Township Aid-Atlantic County

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved extension of time from Sept. 1, 1924, Sept. 26, 1924, on Buena-Tuckahoe Road, Sec. 3, Weymouth Township, Atlantic County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved acceptance and final payment on Buena-Tuckahoe Road, Section 3, Weymouth Township, Atlantic County.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission meeting adjourned at 6:15 P. M., to meet in regular session at the call of the Chairman.

Respectfully submitted,
A LEE GROVER, Secretary.

MARCH 31, 1925

JUNE 30, 1925

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MINUTES OF MEETING - March 31, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, March 31, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart, on account of illness.

Shore Relief Route

State Highway Engineer Sloan presented to the Commission a plan of the proposed Shore Relief Route and advised that the Engineering Division was hastening the completed details in order that this work might be advertised at the earliest possible time. Commissioner Kidde suggested that advertisements be placed as soon as possible for those sections to the point where the Keyport Cut-off actually begins.

Route 1 Extension- Grove Street Widening

The Secretary informed the Commission that Mr. Frank J. Radigan, Engineer of Hudson County, was present with a delegation from Jersey City and Hoboken, for a hearing before the Commission. On motion, duly seconded, a hearing was granted. Mr. Radigan appeared and advised the Commission that the delegation was present to discuss the proposition of widening Grove Street and providing some definite means of connecting up the outlet of the Vehicular Tunnel with North Hudson, Hoboken and the eastern part of Bergen County. He stated that the Advisory Board Report made reference to this situation, but did not make any definite recommendations. He advised that his recommendation would be to make Grove Street 36 feet wide and to acquire a new right of way at the Jersey City-Hoboken Line to connect with the Paterson Plank Road; thus making a direct connection with Paterson and Passaic. He informed the Commission that the entire proposition, including the reconstruction of the Paterson Plank Road, would be $275,000.00.

Mr. Coffin of the Hoboken Chamber of Commerce also spoke of the urgency of the matter in getting an opening from the Vehicular Tunnel through to Hoboken which would be satisfactory for the traffic. Commissioner Kidde inquired as to why the recommendation was not for taking the traffic through Jersey Avenue instead of Grove Street, since Jersey Avenue is on the line of the Tunnel Plaza. Mr. Radigan advised that there were grade crossings on Jersey Avenue which would make the cost prohibitive.

State Highway Engineer Sloan inquired as to whether the County of Hudson would consider this improvement of more importance than the improvement of Tonnelle Avenue.

Mr. Radigan advised that he could not, at this time, make any statements, but he felt that the plan proposed at this meeting would be of great relief to the local water front at Hoboken, Paterson and Passaic.

Commissioner Kidde then stated that he believed the State Highway Commission owed some responsibility to assist traffic reaching Hoboken and the hill, but he did not believe the State could enter into any proposition whereby the Paterson Plank Road would be improved, since this was purely a County matter.

Mr. Radigan estimated the section, exclusive of the Paterson Plank Road, to cost $125,000.00 for the work suggested.

Chairman Scott informed the delegation that the Commission was very anxious to assist in all propositions for the relief of traffic but it could only measure its assistance by the amount of funds in hand. He advised that this matter as presented would be given very serious consideration.

Right of Way-Route 1 Extension

Mr. Scheffler, who was present as a member of the delegation from the Chamber of Commerce of Jersey City, informed the Commission that he would like to convey some idea of the Erie Railroad controversy to his Association.

Chairman Scott then outlined for Mr. Scheffler the difficulties encountered in the negotiations with the Erie Railroad Company and the refusal of that body to cooperate. Mr. Scheffler advised that he would carry this message back to the Chamber of Commerce.

Sidewalks-Route 13, Raritan Township

The Secretary presented a communication received by Commissioner Jelin from Mr. W. R. Woodward, Township Clerk of Raritan Township, Middlesex County, advising that the Township desired permission to build a cinder sidewalk from the Mill Brook to the Lincoln Inn on the North side of the Lincoln Highway section of Route 13.

Commissioner Jelin informed the Commission that due to the fact that this section of the road is used by so many school children, they be given permission to build a cinder sidewalk, and he moved that the Raritan Township Committee be advised that if they will prepare a plan for sidewalks and have the same approved by the State Highway Engineer this improvement will be considered favorably by the State Highway Commission, the work to be done entirely at the expense of the Township.

Route 9, Bloomsbury

The Secretary presented a communication from Mayor Willever of Bloomsbury, inquiring as to whether the State Highway Commission would set a date to visit the Borough of Bloomsbury in order to look over Route 9 relocation at that point. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an inspection be arranged for Saturday afternoon, April 4th, and directed that Mayor Willever be advised accordingly.

PolicePowers - Legislation

Commissioner Kidde informed the Commission that, by chance, he had met Commissioner of Motor Vehicles William L. Dill, who expressed disapproval of the fact that the State Highway Commission had succeeded in passing legislation giving motor vehicle inspectors' powers to such employees as it deemed desirable without first consulting Mr. Dill as to the feature of this measure.

Commissioner Kidde questioned as to whether it would be proper for the Commission to give police authority to highway men without their being instructed properly by the Motor Vehicle Department, and that this could only be gained by mutual cooperation.

State Highway Engineer Sloan informed the Commission that this legislation was one of the first things sought for by the Commission in view of the fact that there were so many violations on the roads during the construction season that the foremen and inspectors would be able to be of service to the State without any extra compensation, although it was not proposed to add to their duties any additional work as policemen.

Commissioner Kidde then suggested that Chairman Scott arrange a conference with Commissioner Dill in order that these matters may be straightened out with cooperation toward all concerned.

Naming-State Highways

The Secretary presented a communication from Lila V. Huddy, State Regent of the New Jersey Daughters of the American Revolution, inquiring as to the naming of State Highway Route 8, and urging a selection, and stating that "Minisink Trail" was the best that has been suggested. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged and that Mrs. Huddy be advised that the naming of State Highways is entirely within the authority of the State Legislature and where there are names at present, these have grown up with popular use without any legislative designation.

Exhibits

The Secretary presented a communication from the Atlantic City Spring Hotel Association Committee, offering a booth, without charge, to the State Highway Commission, if an exhibit can be arranged. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the exhibit be arranged as requested during the period of April 27th to May 2nd.

Invitation - Conventions

The Secretary presented a communication from the Regional Plan of New York and Its Environs, inviting the State Highway Commission to send representatives to an International Conference on City and Regional Planning on Wednesday evening, April 22nd, when the regional plan of New York will be considered. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the State Highway Engineer arrange if possible to attend this meeting in accordance with invitation received.

Marking-Highways

State Highway Engineer Sloan informed the Commission that he had returned the ap ointment offered by the U. S. Department of Highways for him to serve as a paid member of a committee for road marking, and he had received a communication from Mr. MacDonald, Chief of the Bureau at Washington, advising that the regular appointment was offered merely for the purpose of insuring the delegates that their expenses would be paid, since they would be coming from all over the country. Mr. MacDonald had suggested, however, that in view of the proximity of New Jersey to Washington it might be possible for the State, in view of the benefits to be derived from such a conference, to pay the expenses for sending its State Highway Engineer to attend such meetings as would be called by Mr. MacDonald, concerning the marking of Federal Highways, when such meetings are convenient to his time.

Request for Hearing

The Secretary presented a communication from Mr. Gustave Hunzinger, Attorney for Little Falls Township, requesting an opportunity to appear before the Commission on account of work on the Newark and Pompton Turnpike. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this communication be referred to the State Highway Engineer in order that he might communicate with the Township, and if it is necessary that they come before the Commission, that a hearing be arranged.

Request for Aid-Sussex County

Commissioner Kidde, inquired of the Assistant State Highway Engineer as to what had transpired at West Milford in connection with the meeting, looking toward the improvement of the road from West Milford to Newfoundland. Mr. Reed presented a report in which he advised that in addition to himself, there were representatives of the Board of Freeholders at this meeting and he has informed them that the State Highway Department would be ready to cooperate in any manner toward working out a satisfactory plan whereby the work could be done, but that the only funds to be available would be the Township Aid funds, if the County was unwilling to take it over as a County road, as appeared to be the case from the statements of the County representatives. Mr. Reed stated that there was only one member of the Township Committee present and he assumed that there was no immediate prospect for improvement in this locality.

Motor Vehicle Aid-Request for Aid-Somerset County

The Secretary presented to the Commission the request of Somerset County as made at the last meeting of the Commission for aid in the repair of the Easton Turnpike, used as a detour during the construction of the River Road, a State Aid project in Middlesex County. Mr. Jelin advised that in view of the fact that this road has, for the past three years, been subjected to extra heavy traffic while sections of the River Road in Middlesex County were being completed, he would move that the County of Somerset be granted aid to the extent of $6000.00 toward the repairing of a section of the Easton Turnpike which is very much in need of the same. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route 6, Alloway Creek Bridge

There was presented the following report of bids received on March 3rd for the construction of the Alloways Creek Bridge at M. P. 3.78 on Route 6, and it was recommended in view of the financial ability of the contractor, that award be made to the low bidder.

Samuel Campbell	$ 59,173.30
General Cont. & Const. Co..........	68,800.17
M. Staub & Kolyn Const.Co..........	76,031.71
J. H. Terry & Co....................	86,692.00
Thomas Sheahan.....................	89,199.25

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the contract for the construction of Alloway Creek Bridge on Route 6 at M. P. 3.78 be and the same is hereby awarded to Samuel Campbell of Bridgeton, New Jersey, the lowest bidder for the sum of $59,173.30, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the approval of the plans by the War Department.

Route 4, Section 29.

Plans and specifications were reported completed for Route 4, Section 29, Barnegat-Manahawken section. Ocean County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that plans and specifications for the construction of Route 4, Section 29, Barnegat-Manahawken section, be and the same are hereby approved, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work.

Route 5, Section 15A

Plans and specifications were reported completed for Route 5, Section 15A, Milburn Avenue, Irvington, in the Counties of Union and Essex. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the plans and specifications for the construction of Route 5, Section 15A, Milburn Avenue, Irvington be and the same are hereby approved, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work.

Borings-Entrance Blvd., Camden

Specifications were reported completed for the sinking of casings and core borings in rock on the Entrance Boulevard in Camden.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for approximately 1840 lineal feet of casings to be sunk and the making of 20 lineal feet of core borings in rock on the Bridge Approach Boulevard at Camden in the vicinity of the Cooper River, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work.

Trolley Tracks-
Route 6, Section 14.

State Highway Engineer Sloan reported that negotiations have been completed with the Town of Woodbury whereby Route 6, Section 14, Broad Street, Woodbury, can be improved by the State in view of the fact that the Public Service Railway Company will now entirely remove their double tracks between Salem Avenue and Cooper Street, whereas previously they had intended to reconstruct and maintain one tract. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

March 31 1925.

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of the trolley track area on Route 6, Section 14, Broad Street, Woodbury, in accordance with the plans previously approved by the State Highway Commission except for the fact that the Public Service Railway Company will now entirely remove their double tracks from Broad Street, between Salem Avenue and Cooper Street, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisements for the work, funds to be set up from the Motor Vehicle Account savings of 1924.

Right of Way-Route 3

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #21 on Route 3, Section 11, Berlin-Hammonton, from Leonard Reed, for the consideration of $50.00.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 12, Egg Harbor-Hammonton:

Parcel No.		Consideration
91	Josephine Greck,	$ 9.75
110	Frank Macrie & Wife,	8.85
112 & 118	Michael L. Ruberton, (also the acceptance of a quit claim deed)	19.50
53B	Wm. N. Bakely & Wife,	1.00

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route 4, Section 28A, Waretown-Forked River:

Parcel No.		Consideration
9	John L. Hall & Wife,	$ 75.00
11	Wm. Schober & Wife,	35.00
13,17,17A	Joseph H. Smith,	45.00
18	Edmund B.Stackhouse & Wife,	40.00
19	Henry R. Eiseman & Wife,	75.00

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 8, Swainton-Ocean View:

Parcel No.		Consideration
12	Arien S. Bailey (widow)	$100.00
63	Chas. W. Beall (revised)	29.85
79	Betsy Ann Andrews,	9.60

March 31, 1925.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route 14, Section 9, Ocean View-Seaville:

Parcel No.		Consideration
13 & 13A	John Barber & Wife,	$ 1.00
15	Board of Education, Dennis Twp.	10.20
32	Emma H. Godfrey,	90.85

Right of Way-Route 6

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the leasing of Parcel #2 on Route 6, Section 10, from H. B. Kelty for the consideration of $1.00 for the privilege of constructing a temporary bridge at Alloways Creek during the construction of a bridge at M. P. 3.78.

Right of Way-Route 14

Commissioner Jelin reported that he had interviewed Laura S. Murray on the claim presented to him for investigation on Route 14, Section 7, and he had succeeded in securing the acceptance of an offer of $300.00 instead of $600.00 as previously asked, and he moved that the Commission approve the payment to Laura B. Murray (formerly Laura B. Lewis) of the sum of $300.00 in full settlement of all her property taken on Route 14, Section 7.

Lighting-Amboy Bridge

State Highway Engineer Sloan submitted for the approval of the Commission a proposed contract covering the lighting and power for the new Amboy Bridge. On motion by Mr. Jelin, duly seconded, the contract was referred to Commissioner Kidde for review and report.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was recessed for lunch at 1:30 P M. to meet in regular session again at 2:30 P.M. The meeting was reconvened again at 2:30 as agreed with the same members present as at the morning session.

Morris Canal Property

State Highway Engineer Sloan presented a form of letter which he desired to forward to the Morris Canal & Banking Company in response to their inquiry as to whether the State Highway Commission would be able to use property immediately adjacent to the Lincoln Highway on Route 1 Extension between the Hackensack and Passaic Rivers. This reply was to the effect that it is believed desirable by the State Highway Commission to acquire this land and before any definite action is taken by the Morris Canal & Banking Company for the disposal of this property, it is requested that the matter be again brought to the attention of the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was approved as prepared by the State Highway Engineer with the addition of the following sentence: "Could you indicate on what terms this land could be secured?"

Route 20, Westville.

There was presented a resolution from the Borough of Westville agreeing to pave a full width of 40 feet between curbs in accordance with the recommendation of the State Highway Department; the State to pay for a width of 29 feet.

State Highway Engineer Sloan informed the Commission that in the taking over of Route 20, he had recommended for reconstruction this said section through Westville, which was in very bad condition. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission accepted the recommendation of the State Highway Engineer and unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 20, on Silverlake Avenue, Borough of Westville, to a width of 40 feet, on which the State will share 29 feet, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for this work.

Detour-Route 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the following official detour during the construction of the Cooper Bridge over the Navesink River, on Route 4, at M. P. 90.0:

> Beginning on Route 4 at the intersection of Maple Avenue and Front Street in the Borough of Red Bank, and running thence (1) westerly over Front Street and the Fairhaven-Holmdel Road to the Crawfords Corner Road; thence (2) northerly by the Crawfords Corner Road to the Tramp Hollow Road; thence (3) easterly by the Tramp Hollow Road to a point about 300 feet East of the New York and Long Branch Railroad; thence (4) still easterly across lands of the Shrewsbury River Country Club to Route 4.

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Detours-Route 5

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the following addition to detour for Route 5, Section 15, Farmers Hotel-Irvington:

> Beginning at the intersection of State Highway Route 5 and Milburn Avenue, in Maplewood Township, and running thence in a westerly direction over Milburn Avenue to the intersection of Main Street and Milburn Avenue, Milburn, where the same joins the detour previously adopted.

Employments.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following additions, changes and increases as made in the employments since the last meeting of the Commission:

Employed

4-1-25	John Lauriello,	Gravel Patrolman,	$ 75.00 mo.
4-1-25	John F. Jones,	Junior Inspector,	125.00 "
3-24-25	Leo J. Burns,	" "	125.00 "
4-1-25	Marvin A. Riley, Jr.	Senior Clerk,	115.00 "
4-1-25	Charles Bieber,	Title Searcher,	150.00 "
4-1-25	John H. Patrick,	Bridge Detailer,	165.00 "
4-1-25	John M. Smith,	Office Boy,	40.00 "
4-1-25	Geo. Updyke,	Rollerman,	150.00 "
4-1-25	Charles Scott,	"	150.00 "
3-23-25	Norman Briggs,	Motor Truck Driver,	.40 hr.

Increases

4-1-25	Edward Downs,	Sr.Cost Clerk,	$145.	to	$150. mo.
4-1-25	R.B.Sigafoos,	Asst.Test.Chem.	135.	"	145. "
4-1-25	Stacy Fine,	Asst.Civ. Engr.	180.	"	200. "
4-1-25	Robert C. MacMullin,	Jr. Engineer,	110.	"	115. "
4-1-25	Charles Kuhn,	Auditor,	145.	"	160. "
4-1-25	Charles Cherry,	Garage Asst. to Mechanic,	.50	"	.60 hr.

Leave of Absence

4-1-25	Arthur H. Eskew,	Title Searcher
4-1-25	J. L. Silvers,	Maintenance Inspector.

Right of Way-Route 1 Extension

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved a bill rendered by Mr. Percy A. Gaddis for appraisals made on property on Route 1 Extension in Jersey City, in accordance with an agreement entered into with Mr. Gaddis.

Offices.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of leasing an additional room in the Broad Street Bank Building for the sum of $45.00 per month for the purposes of the Right of Way Division.

March 31, 1925.

Entrance Blvd., Camden Bridge Approach

The Secretary presented to the Commission a communication from Victor King of Camden, attaching letter received by him from the Keystone Leather Company, in which this company advised that it was not agreeable to the statement made by the State Highway Commission to the effect that "either an overhead or an underneath" conveyor would be approved by the Commission. They stated that they desired it distinctly understood that the conveyor must be constructed "overhead."

State Highway Engineer Sloan recommended to the Commission that in view of the fact that a short distance from this location there would be an overhead grade crossing, he would recommend that the Keystone Leather Company be advised that if they will submit a plan for the overhead conveyor satisfactory to the State Highway Commission, it will be given approval. On motion by Mr. Jelin, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved by the Commission.

Commissioner Kidde inquired as to what progress was being made concerning the moving of the channel of the Cooper River. State Highway Engineer Sloan advised that the matter was being held up by the Department of Commerce & Navigation, pending the disposition of complicated problems on the matter of riparian rights. Commissioner Kidde then presented a communication he had received from Mr. Jenkinson of the Department of Commerce & Navigation, in which he advised that every effort was being made to straighten out the various "kinks" as soon as possible.

Commissioner Kidde suggested that Mr. Jenkinson be requested to set a date for a hearing with representatives of the State Highway Department in order that the entire matter may be gone over and the problems settled as soon as possible.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of Mr. Kidde's suggestion and directed that a communication be forwarded to the Board of Commerce & Navigation for such a hearing and that Mr. Kidde and the State Highway Engineer be delegated to attend for the State Highway Commission.

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Township Aid-Burlington County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Township Committee of Woodland Township, Burlington County, be assured that when funds become available on July 1st, the State Highway Commission will be favorable to the allotment of aid on the completion of the Chatsworth-Barnegat Road to the Burlington-Ocean County Line.

Federal Aid-Route 4, Section 27,

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Statement 73, for Route 4, Section 27, Section B, Cedar Creek-Forked River Section, and authorized the Chairman's signature to the same.

Federal Aid-Route 4, Section 28.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of a Federal Aid Project Statement for Route 4, Section 28, Section C, Waretown-Barnegat section, and authorized the Chairman's signature on behalf of the Commission.

Request for Aid-Ocean County

There was presented a report from Assistant State Highway Engineer Reed on the request of Ocean County for aid in the reconstruction of the Lakewood-New Egypt Road, the estimated cost of which would be $150,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in view of the large amount of construction work in Ocean County, that this matter be held over for later consideration.

Maintenance Materials-Ocean County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the specifications for application of 185,000 gallons of SCO on Ocean County roads, during 1925.

Maintenance Materials-Gloucester Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of specifications for the following maintenance and repair materials to be used on Gloucester County roads during 1925; 10,000 gallons LHO 22,000 gallons LK; 44,000 gallons LB; 131,400 gallons SCO; and 6,000 gallons of AE.

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Maintenance Materials-Morris County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of specifications as prepared by Morris County for maintenance and repair materials to be used during 1925.

Maintenance Materials-Camden County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved specifications for the following maintenance and repair materials to be used on Camden County roads during the year 1925: 2,745 gallons HK; 7,110 gallons KP or UC: 915 gallons amiesite or sheet asphalt; 97,425 gallons RCO-Tar B or UB: 17,7[illegible]7 gallons Tar X or U3 and stone.

Maintenance Materials-Hunterdon Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Hunterdon County for tars, asphalts, slag, gravel and stone to be used on the county roads during 1925.

Maintenance Materials-Bergen Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Bergen County for maintenance and repair materials to be used on County roads for the year 1925, it being understood that the County will make no award from the bids received for the use of equipment.

Motor Vehicle Aid-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Motor Vehicle Aid schedule and agreement as presented by Atlantic County for 1925.

Township Aid-Ocean County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Long Beach Township, Ocean County, for Long Beach streets, to Oliver E. Cox, although only one bid was received, in view of the fact that this was below the Engineer's estimate of cost, and is recommended by the State Highway Engineer after proper advertisement.

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Township Aid-Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for River Road (Milford-Riegelsville, Section 1) in Holland Township, Hunterdon County, Township Aid.

Township Aid-Camden County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Haddonfield-Kresson Road, Voorhees Township, Camden County, Township Aid.

Township & Borough Aid-Passaic Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Totowa Borough Council on Bogart Street and Grant Avenue, Totowa Borough, Passaic County, Township and Borough Aid.

Route 3, Section 13.

Commissioner Jelin reported having inspected the completed work on the widening of Route 3, Section 13, between Egg Harbor and Absecon, and he moved that the same be accepted by the Commission and final payment authorized. This was seconded by Mr. Kidde and adopted.

Maintenance Materials-State Highway

State Highway Engineer Sloan presented to the Commission a report from Superintendent of Maintenance Muir, with recommendations as to the maintenance materials, exclusive of surface treatment for gravel roads and paint to be required for 1925 maintenance of State highways, and he recommended to the Commission that advertisements be placed for this material as soon as possible.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby authorize the advertisement for the following maintenance materials to be used on State Highway maintenance and reconstruction for 1925, in accordance with the recommendation of the State Highway Engineer:

Bituminous Concrete, Type FA-BC-1 or A, and sheet asphalt Type SA (for repair and maintenance of bituminous concrete pavements)................................	9,039 tons
Asphalt Cement Emulsion (for cold patching)...	68,650 gal.

Asphalt Cement, Grade OA-4 (for pouring joints)	56,550 gal.
Crushed Slag, dustless screenings (for covering cold bituminous treatments..........	6,729 tons
Tar, Grade U or UB (for cold surface treatment of macadam roads)......................	212,002 gal.
Tar, Grade X or U3 (for penetration macadam)...	8,888 "
Asphalt, Grade LK (for surface treatment of bituminous concrete pavements)...............	125,412 "

Crushed Stone and Gravel in accordance with the following list: (the larger sizes of stone to be used in heavier work and the smaller sizes and the gravel to be used in patching and for covering surface treatments in accordance with requirements).

2½" Crushed Stone.........................	15,462 tons
¾ " Crushed Stone.........................	1,832 "
Dustless Screenings, Crushed stone.........	5,745 "
Screenings, Grade A, " "	8,045 "
Second Grade ¾" Crushed Stone or Dustless Screenings......................	5,182 "
¼" Crushed Stone or ¼" Washed Gravel.......	7,829 "
Total.......	44,095 "

Amboy Bridge-New

State Highway Engineer Sloan inquired from the Commission as to whether any action would be taken concerning the asphalt block pavement on the Amboy Bridge, and he advised that a ten inch concrete pavement with double reinforcement would be more expensive than an eight inch roadway, as originally planned, with two and one-half inch asphalt block.

Commissioner Jelin stated that he believed that the reinforced concrete pavement would be a stronger construction than the asphalt block on a plain concrete foundation.

Commissioner Kidde stated that he believed that the Commission would not be justified in paying more for a concrete roadway than for an asphalt block, and in view of the fact that this was originally recommended on account of the vibrations in a bridge of this kind, he would suggest that no change be made in the specifications as drawn. No further action on this matter was taken at this time.

* * * * *

The Secretary presented a letter from Stillman, Delehanty, Ferris Company, contractors on the Amboy Bridge, inquiring as to what disposition had been made by the Commission of the claims for money and extra time on the Amboy Bridge, as presented to the Commission at its meeting of February 17th.

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The Secretary read a report from the State Highway Engineer in which he recommended that the claims of the contractors for losses incurred on account of a reduction in the lineal feet of piling, involving the cofferdam construction, be approved to a total of $42,709.29, as against the contractor's claim of $47,410.93: further as to the contractor's demand for extension of time of six months, due to delays on account of the State 's not securing the necessary right of way on the North approach, he advised that under the contract the contractor is not permitted to make any charge for such delays, but is entitled to reasonable extension of time.

In this respect, there was also submitted a money damage claim of the contractor for $12,509.00, of which $10,200.00 is for rental of adjacent property. He advised the Commission that he believed the rental of this property would have reasonably been required by the contractor had there been no delays, and he would recommend that the balance of $2,309.00 be paid to the contractor in consideration of his releasing the State from its obligations to granting an extension of time for the failure to provide right of way.

As to claim No. 3 for $4,167.07 for additional timber platforms to support green concrete, he recommended that this be paid in view of the fact that this was made necessary due to the extremely soft bottom encountered.

Commissioner Kidde protested the allowance recommended on lineal feet of piling driven, since he believed that in this item there was included a certain risk by the contractor which should be borne as a loss by him. He stated, however, that he recognized that there was a saving to the State in the amount of $84,500.00 on account of this reduction, which must have included some losses not anticipated by the contractor. He suggested that the percentage of loss on piling should be in the neighborhood of ten or twelve percent. This was figured to be a further amount of $5,533.65, making a net amount due on account of this claim of $37,175.64.

Commissioner Kidde, therefore, moved that this matter be laid over for consideration at the next meeting. This was seconded by Mr. Jelin and adopted.

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Right of Way-Route 1 Extension

Commissioner Kidde suggested that the State Highway Engineer prepare a report to the Jersey City Chamber of Commerce in response to their invitation to have some one present and outline the situation with respect to the Erie Railroad blocking the improvement through Jersey City.

Offices

Commissioner Kidde reported that he had investigated the location of the State Highway offices in Newark and was not yet sure that the proposed location was a satisfactory one. He suggested that this matter be held over until it had been considered by Commissioner Jelin, together with himself, and a report would be made at the next meeting.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 5:00 P.M. to meet in regular session again on Tuesday, April 7, 1925, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - April 7, 1925.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, Tuesday, April 7, 1925. The meeting was called to order at 11:00 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde, and Abraham Jelin.

Absent: Commissioner Stewart on account of illness.

Route #18-North, Alpine

The State Highway Engineer presented to the Commission a communication received under date of April 3d from A. W. Brandt, Commissioner of Highways of New York State, in which he advised that due to a cut in the budget for the 1925 program, it was impossible to proceed with the construction of the New York State Route #3 in Rockland County to connect with Route #18-North at Alpine for this year, but plans are progressing, the necessary right of way is being obtained this year, and he stated that he "can see no reason why the road cannot be let early next spring."

The Secretary read a telegram from Manuel Rionda, advising that he has learned that the New York Highway Commissioner is prepared to construct his part of the road next year and urging the Commission to proceed with its contemplated improvements on Route #18-North.

There was also presented a telegram from Judge Zabriskie urging the Commission to complete the road in Alpine.

Commissioner Kidde moved that having received assurances for the first time from New York that the State will proceed with the construction of New York State #3 to the New Jersey State line in 1926, that the State Highway Commission does direct that the State Highway Engineer procced with the advertising of the contract for the construction of three and one-half miles of State Highway Route #18-North from the Rionda property to the Dr. Burnett Estate, and that surveys be prepared for the continuation of the balance of the construction between Englewood and the New York State Line. This was seconded by Mr. Jelin and adopted.

The Secretary informed the Commission that Mayor Mahrens of Alpine, New Jersey, together with Mr. Schwartzstein, Vice President of the Westchester Ferry Corporation, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mayor

Mahrens informed the Commission that the Borough of Alpine was very much interested in securing the repair to a short stretch of State Highway through the Borough, which is in a very poor condition for traffic.

Chairman Scott informed Mr. Mahrens that the State Highway Commission had received, this day for the first time, assurances from New York to the effect that New York State will complete its section of Route #3 to the State Line during 1926, and relying upon this information, the State Highway Commission has directed that the work proceed upon Route #18 as soon as possible.

Communications

The Secretary presented to the Commission a communication received from Mr. Stewart, advising that he has a severe cold which he has not been able to throw off and by direction of the doctor it will be necessary for him to take a few weeks off, in order to recuperate. On motion duly seconded, the communication was ordered received

Route #8, Newfoundland-Stockholm

The Secretary presented a communication from James L. Garabrant, of Newark, calling attention to an advertisement seen by him for improvement of Route #8, between Newfoundland and Stockholm and suggesting that in view of the closing of Blackwell Street, Dover, together with the poor condition of trolley track road bed in Chatham and Madison, it will be difficult to travel to Sussex County during the coming season. He suggested too that the Route #8 construction be held up until the Blackwell Street job is completed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this communication be acknowledged with the advice that the Commission believes that it will be of great benefit to the people of the State to have Route #8 completed as soon as possible and work must proceed while there is an opportunity to have it done.

Signs

The Secretary presented a communication received from Senator Whitney of Morris County, transmitting a communication received by him from F. S. Meyer of Denville, New Jersey, requesting the removal for a short distance from its present location of the State Highway sign in front of the P. O. S. of A. building. On motion by Mr.

Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Meyer be advised that if the sign will interfere with a proposed driveway and the P. O. S. of A. will pay the necessary expenses, the Commission will be glad to move the sign.

Request for permit, - Signals

The Secretary presented a communication from the Horni Signal Manufacturing Company of Newark, requesting that permission be granted for the opening of Route #1 at Rahway, in order to install a traffic signal on St. George's Avenue.

State Highway Engineer Sloan informed the Commission that the proposed installation would form an obstruction in the highway and unless an overhead type of signal could be arranged for he would recommend that permission be not granted. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a communication be forwarded to Horni Manufacturing Company, with a copy to the City of Rahway, advising that the State Highway Commission has taken a consistent stand against the erection of signals in the center of State Highways, but if they will decide upon some form of signal which can be installed overhead, it will receive favorable consideration from the Commission.

Route #9, Bloomsbury

The Secretary presented a communication from F. W. Brown of Bloomsbury, New Jersey, urging upon the Commission his suggestion for the line through Bloomsbury, which was inspected by the Commission.

Commissioner Kidde requested that report be made at this time of the fact that the State Highway Commission had visited the Town of Bloomsbury on Route #9, in order to determine the alignment through the Town and the Commission was promised advice by the Mayor of Bloomsbury as to whether or not the people of Bloomsbury would be willing to pay for extra width if the State Highway Commission should desire to carry the alignment through the town.

Commissioner Jelin stated that he could not see where there would be any opportunity for the town to grow if the line of the road was changed from the main street.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the communication from Mr. Brown be acknowledged and that he be advised of the fact that the Commission is await-further information from the municipality.

Signals

The Secretary informed the Commission that Mr. Abrahamson of the Safety Signal Corporation was present and desired a hearing. On motion duly seconded, a hearing was granted. Mr. Abrahamson appeared and outlined for the Commission a proposed system of signals to be installed free of charge upon dangerous curves of State Highways in return for permission from the State to place advertising thereon which would not be objectionable to the State Highway Commission.

Chairman Scott suggested that such a proposition might interfere with a contract already entered into by the former State Highway Commission and the American Gas Accumulator Company.

Commissioner Kidde suggested that a sample of the sign proposed by the Safety Signal Corporation be prepared and presented before the Commission at some future date.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was recessed for lunch at 1:00 P. M. to meet in regular session again at 2:30 P. M. The meeting reconvened at 2:30 P. M. as agreed, with the same members present as at the morning session.

The schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #15, Section #7

Plans and specifications were reported completed for the construction of Route #15, Section #7, Menantico Creek to Mauricetown Road, Cumberland County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #15, Section #7, Menantico Creek to Mauricetown Road, Cumberland County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for the work.

Navesink River Bridge, Route #4

There was presented the following report of bids received on April 6th for the construction of the Navesink River Bridge at M. P. 90.8 on Route #4, together with recommendation for award to the lowest bidder, by the State Highway Engineer:

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S. S. Thompson & Co., Inc,	$ 389,387.42
Merritt, Chapman & Scott Corp	408,235.14
P. T. Cox Cont. Co.	408,311.47
Michael Staub & Kolyn Const. Co.,	419,951.86
Richards & Gaston	420,104.49
Weldon Cont. Co.	421,584.20
Geo. B. Spearin, Inc.	446,173.53
General Cont. & Const. Co.,	453,306.87
Tunnel Const. Corp.	453,320.40
McLean Contracting Co.	453,532.39
Arthur McMullen Co.	459,689.90
F. W. Schwiers, Jr. Co.	468,751.34
Frederick Snare Corp.	481,602.66
O'G ara Const. Co.	489,792.13
Krellwitz Cont. Co.	610,115.46

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unamimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of the Navesink River Bridge at M. P. 90.8 on Route #4, to S. S. Thompson & Co. Inc., of Red Bank, at their's the lowest bid received in the amount of $389,387.42, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #15, Section #8

There was presented the following report of bids received on April 6th, for the construction of Route #15, Section #8, Rio Grande-Green Creek, together with recommendation by the State Highway Engineer for award to the lowest bidder:

Interstate Engr. Const. Co.	$ 140,641.95
E. Riley Mixner Co.	144,288.52
Fish-Rutherford, Inc.	148,519.35
Michael Staub,	149,653.70
Freehold Const. Co.	154,185.52
Acchione & Canuso	157,300.44
Sutton & Corson	160,669.44
Union Paving Co.	166,515.15

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #15, Section #8, Rio Grande-Green Creek, to the Interstate Engineering Construction Company of Philadelphia, at their's the lowest bid received in the amount of $140,641.95, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Right of Way, Route #4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #4, On Route #4, Section #26, Cedar Creek-Toms River, from Pierson S. Recto for the consideration of $225.00.

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Right of Way, Route #7

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route #7, Section #4, Colts Neck-Jerseyville:

Parcel No.		Consideration
5	Jefferson Green & Wife,	$ 25.00
8	Wm. Schollenberger & Wife,	16.00
10 & 10-A	Wm. B. Thompson (single)	23.00
12 & 12-A	Wm. H. Flitcroft & Wife,	10.00
14	Amos B. Brocklebank,	8.00
15,	Theodore G. Rowe & Wife,	1.00
17 & 17A	Henry Drever & Wife,	1.00
18 & 18A	Addison F. Osborn & Wife,	6.00
19	Louis Franklin White & Wife,	1.00
20	Daniel J. Locklin & Emma M. Locklin,	10.00
21, 21A, 21B,	Chas. N. Broclebank & Wife,	60.00
23	Sarah L. Jones & Howard Jones (Husband)	27.00
24	Benjamin Lewis & Wife,	20.00
25,25A, 25B, 25C,	Leonard W. Layton & Wife,	25.00
26 & 26A,	J. Monroe Burdge & Wife,	2.00
27, 27A, 27B,	Adelia Matthews & J. E. Matthews, (Husband)	35.00

Right of Way, Route #14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #89 from the Trustees of the Calvary Baptist Church, Route #14, Section #8, Swainton-Ocean View, for the consideration of $35.00.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcels #22 and #22A, on Route #14, Section #9, Ocean View-Seaville, from Lucien Eddy for the consideration of $75.00, and that condemnation proceedings in this matter be discontinued.

Right of Way, Route #16

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of entering into an agreement with the Duke Farms Company and its Attorney, whereby the State will acquire Parcel #5 on Route #16, Section #5A, for the consideration of $350.00, the Duke Farms Company to reset all trees and shrubbery found desirable to be reset.

Inspection, R. W. Hunt Co.,

The State Highway Engineer reported to the Commission that the contract with the R. W. Hunt Company, for inspection of materials for present construction, expires on March 31,1925, and he inquired whether it was the purpose of the Commission to continue to extend this contract for an additional year. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the contract with the R. W. Hunt Company be extended temporarily, during which time informal propositions will be received from other firms offering similar service.

Route #5, Section #15

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission accepted and directed the execution of an agreement between the Township of Union and the State of New Jersey covering the Township's share of extra cost of widening work on Route #5, Section #15, Farmer's Hotel-Millburn Avenue Section.

Nichol Avenue, New Brunswick

There was presented a report from the Construction Engineer to the effect that he had investigated the request of the Women's College for the extension of the Nichol Avenue pavement, and advising that Nichol Avenue has not yet been opened up or developed beyond the end of the pavement as installed a year ago, and the State Highway Engineer recommended that further action be deferred until such time as the city authorities of New Brunswick will open up and extend Nichol Avenue to Sanford Street. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Dean of the Women's College be advised in accordance with this report.

Claim - Michael Staub,
Route #14, Section # 11

There was submitted a report in connection with a claim of Michael Staub, contractor on Route #14, Section #11, in the amount of $5,698.21 growing out of the fact that for a distance of 700 feet the work was suspended due to delays in securing rights of way, and the contractor was compelled to return after completingthe balance of the work in order to complete this 700 feet, thus placing him to the expense of moving equipment, etc. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this claim be further investigated and brought up at the next meeting.

Signs

The State Highway Engineer presented for the attention of the Commission a news clipping which indicated that a number of signs were to be placed on Route #18, known as the Harding Highway, by a local

Committee which would be at variance in color and design with the regulation State Highway signs, and up to this time he had received no request for the placing of these signs on the State Highways. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that information be forwarded to the Committee in charge of placing of Harding Highway signs, to the effect that it is the desire of the State Highway Commission that a committee appear before it in order that the Commission might be apprised of the nature of the signs and also by what authority the Committee is acting in placing the signs on State Highways.

Right of Way, Route #1,
Extension, Jersey City,

It was reported that offers had been made to owners of property on Block #324, Jersey City, as follows, and that they had failed to accept:

Heirs of William Williams,	$12,500.00
Marie C. Heavey & Eleanor W. Egan,	26,800.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

RESOLVED, that this Commission hereby determine to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1, Jersey City, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING AT A POINT FORMED by the intersection of the southerly line of Twelfth Street with the dividing line between lots numbered twenty-five and twenty-six in block numbered three hundred and twenty-four, as laid down on a certain map, duly filed in the office of the Register of Hudson County, entitled "Official Assessment Map of Jersey City 1894, made by L. D. Fowler, Civil Engineer and Surveyor", and running thence (1) southerly at right angles with said southerly line of Twelfth Street, along said dividing line, thirty (30) feet to a point in said line; thence (2) easterly and parallel with the said southerly line of Twelfth Street, twenty-five (25) feet to the dividing line between lots numbered twenty-six and twenty-seven in said block; thence (3) northerly along said dividing line and parallel with the first course, thirty (30) feet to the southerly line of Twelfth Street: thence (4) westerly along said southerly line, twenty-five (25) feet to the point or place of Beginning; being the most northerly portion of lot numbered twenty-six in block numbered three hundred and twenty-four as shown on the above mentioned map.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $12,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

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RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1, Jersey City, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the southerly line of Twelfth Street with the dividing line between lots numbered twenty-five and twenty-six in block numbered three hundred and twenty-four, as laid down on a certain map, duly filed in the office of the Register of Hudson County, entitled, "Official Assessment Map of Jersey City 1894, made by L. D. Fowler, Civil Engineer and Surveyor" and running thence (1) along said southerly line, seventy-nine feet and ninety-six one hundredths of foot (79.96) to the easterly line of lands now or formerly of Frank A. Scatuorchio; thence (2) southerly along said easterly line, twenty-five (25) feet to a point in the northerly line of lot numbered twenty-three in said block; thence (3) easterly along said northerly line, fifty-four feet and ninety-six one hundredths of a foot (54.96) to the westerly line of lot numbered twenty-five in said block; thence (4) southerly along said westerly line, five (5) feet to a point; thence (5) easterly and parallel with the first course, twenty-five (25) feet to the aforesaid dividing line between lots numbered twenty-five and twenty-six in said block; thence (6) northerly along said dividing line, thirty (30) feet to said southerly line of Twelfth Street, the point or place of Beginning.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $26,800.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Request for Aid, Monmouth County

The State Highway Engineer submitted for the attention of the Commission the report he had presented a month previous concerning the granting of aid to Monmouth County, for the completion of a Shore Relief Road between West Long Branch and Belmar. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the matter be laid over for consideration at the next meeting.

Route #5, Section #15

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the subletting of contract by Sutton & Corson, contractors for the construction of Route #5, Section #15, Farmer's Hotel-Millburn Avenue, of the following parts of their work; Grading to J. H. Chapman & Sons of Hillside; Excavation to J. F. Chapman & Sons; drainage and appurtenances to Joseph Nuele of Maplewood, New Jersey; bridges to the Northern Construction Company of East Orange, New Jersey.

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Institutional Roads

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the Engineering Division to give assistance to the Agricultural Experiment Station at New Brunswick in the preparation of plans and engineering work for the expenditure of their appropriation of $30,000.00 for road construction at the institution during the coming season.

Detour, Route #11

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following detour during the construction of Route #11, Section #8, Kingsland Road, Nutley:

> Beginning at State Highway Route #11, at Kingsland Road and Washington Avenue; thence (1) easterly three-tenths (.3) of a mile on Kingsland Road to River Road; thence (2) Northerly one and nine-tenths (1.9) miles on River Road to Brook Avenue; thence (3) westerly four-tenths (.4) of a mile on Brook Avenue to Main Avenue; thence (4) Northerly four-tenths (.4) of a mile on Main Avenue to VanHouten Avenue; thence (5) westerly three-tenths (.3) of a mile on VanHouten Avenue to State Highway Route #11.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following additions and changes as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

4/1/25	Ed. F. Nugent,	Highway Const. Insp.	$175.00	per	month
4/1/25	Wm. S. Brown,	Jr. Inspector,	135.00	"	"
4/1/25	F. P. Murray,	" "	135.00	"	"
4/1/25	Thos. L. Farley,	Highway Inspector,	165.00	"	"
4/1/25	Geo. Dickinson,	Jr. Inspector,	145.00	"	"
4/6/25	Carl Shurts,	Highway Inspector,	155.00	"	"
4/15/25	A. H. Sweeney,	Auditor,	145.00	"	"
4/1/25	Russel Sigafoos,	Asst. Test. Chemist,	145.00	"	"
4/1/25	Wm. J. Ryan,	" " "	145.00	"	"
4/6/25	Wm. J. Hampton,	Jr. Inspector,	135.00	"	"
4/6/25	Claude G. Crarup,	" "	125.00	"	"
4/1/25	A. R. Black,	Eng. Draftsman,	125.00	"	"
4/1/25	Albert Brandle,	Bridge Draftsman & Des.	175.00	"	"
3/18/25	James Conlin,	Garage Assistant,	.45	per	hour.
3/16/25	J. W. Longfield,	Motor Truck Driver,	.45	"	"
3/31/25	Morris Shapiro,	" " "	.45	"	"
4/1/25	Daniel Writer,	" " "	.40	"	"
3/17/25	Bert VanDoren,	" " "	.40	"	"
3/16/25	Stephen Lozaw,	" " "	.40	"	"

Discontinued Employments

4/1/25	John McMullen,	Insp.	Leave of Absence.
4/15/25	Floyd Heist,	Bridge Insp.	Resigned
3/31/25	Sean O'Dearain,	Asst. Des.	"
4/15/25	R. A. Worley,	" Test. Chemist	"
3/15/25	Herman J. Hooper,	Gravel Patrolman,	"

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Main Street, Pennington,
Motor Vehicle Aid, Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Mercer County for the construction of Main Street, Pennington, Motor Vehicle Aid work.

Maintenance Materials, Mercer Co.,

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by the Mercer County Board of Freeholders for the furnishing and applying of surface dressing and tar to about 26 miles of road, and penetrating about three miles of road located in various parts of the County.

Roseld Avenue, Deal,
Motor Vehicle Aid, Monmouth County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by the Township of Ocean, Monmouth County, for Roseld Avenue in the Borough of Deal, Monmouth County, Motor Vehicle Aid work.

Sea Isle Boulevard,
Motor Vehicle Aid, Cape May County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the award of contract by Cape May County for sand and gravel shoulders to be placed on Sea Isle Boulevard, Motor Vehicle Aid work.

Fort Elfsburg-Salem Road,
Salem County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by Salem County for the loading and hauling of gravel on the Fort Elfsburg-Salem Road, from Hancock's Pit, a distance of six and one-half miles.

Township Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Franklin Township, Hunterdon County on the Pittstown-Quakertown Road, Section #2, Hunterdon County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Township Aid Force Account Agreement on the Hampton-Changewater Road, Lebanon Township, Hunterdon County, Township Aid.

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Federal Aid, Route #7, Section 4

ON motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Agreement on Route #7, Section #4, Colts Neck-Jerseyville Road.

Lambertville-Mercer County Line;
Point Breeze-Frenchtown;
Motor Vehicle Aid, Hunterdon Co.

There was presented a report from Assistant State Highway Engineer Reed as to the request made by Hunterdon County for aid from the Motor Vehicle Reserve Account on County roads this year, which money would be applied for a permament type of construction. State Highway Engineer Sloan recommended that in view of the work proposed being reconstruction work, he would recommend that this allotment be made. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the recommendation of the State Highway Engineer and made a special allotment from the Motor Vehicle Reserve Account of $25,000.00 to Hunterdon County as aid on the reconstruction of the Lambertville-Mercer County Line Road and one mile of the Point Breeze Frenchtown Road.

Rt. 1, Grove St. Widening, Motor Vehicle Aid, Hudson County

Commissioner Kidde directed attention to the proposition placed before the Commission by the City of Hoboken and the County of Hudson at the last meeting, and he moved that the County of Hudson be advised that the State Highway Commission is prepared to allot $40,000.00 to Hudson County as the State's share of the cost of widening Grove Street to connect with the Paterson Plank Road provided that they receive advice from the County that this is the most important work in the County on which the State should aid.

Township Aid, Ocean County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Township Force Account Agreement on the Greenville-Hubertsville Road, Brick Township, Ocean County.

Bridgeton-Port Norris-Section #4
Motor Vehicle Aid, Cumberland Co.

On motion by Mr. Jelin, seconded by Mr. Kidde the State Highway Commission approved plans and specifications for the Bridgeton-Port Norris Road, Section #4, Cumberland County, Motor Vehicle Aid work.

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Turnerville-Sicklertown-Sec. 1 & 2
Motor Vehicle Aid, Camden County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the Turnerville-Sicklertown Road, Section #1, Camden County, Motor Vehicle Aid work.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the Turnerville-Sicklertown Road, Section #2, Camden County, Motor Vehicle Aid work.

Motor Vehicle Aid, Salem County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the Motor Vehicle Aid schedule and agreements for Salem County.

Motor Vehicle Aid, Cumberland County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the 1925 Road Maintenance and Betterment schedule and agreement for Cumberland County.

Request For Aid, Warren County

There was presented a request from Warren County that the State Highway Commission grant Federal Aid in the year 1926 on the construction of seven miles of the Phillipsburg-Belvidere Road. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Warren County be advised that the committments against the Federal Aid funds for 1926 have already been made, but that the Commission will be glad to consider their request at some future time when funds are in hand.

Route #20, Glassboro

State Highway Engineer Sloan resubmitted to the Commission the proposition as laid over at the last meeting for the paving of Route #20 through Glassboro and he recommended that the Commission approve of proceeding with the construction of Route #20 in Glassboro on the basis of the State paying for a 22foot pavement provided the Borough will at the same time pay for the construction of an additional width of pavement necessary to bring the total width up to forty feet between curbs and where existing curbs or sidewalds are destroyed, the State will replace said curbs and sidewalks at its own expense; the Borough to secure without expense to the State the necessary right of way and remove obstructions. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that this information be forwarded to the Borough of Glassboro.

Rejection of Plans-Cape May County

State Highway Engineer Sloan informed the Commission that he had received advice from Cape May County to the effect that in the event the State could not give aid on Roosevelt Boulevard Section #1, that the same be rejected in order that the county might proceed with the work from its own funds. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission rejected plans and specifications for the Roosevelt Boulevard, Section #1, Cape May County, due to lack of funds and in order that the County may proceed with the work from its own funds.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 4:00 P. M. in order that Chairman Scott and State Highway Engineer Sloan might attend the meeting of the Regional Committee on the Plan of New York and its environs, to meet in regular meeting again on Tuesday, April 14, at 10:30 A. M.

Respectfully submitted,
A. LEE GROVER
Secretary.

MINUTES OF MEETING -April 14, 1925.

A regular meeting of the State Highway Commission was held in the Commission meeting rooms, Broad Street Bank Building, Trenton, Tuesday, April 14, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairnan, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Request for Aid-Cumberland County

The Secretary informed the Commission that a delegation of representatives of the Board of Freeholders of Cumberland County were present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Senator F. M. Reeves of Cumberland County, County Engineer Sharp and Freeholders of Cumberland County, together with Mr. Chambers of Vineland. The Senator informed the Commission that the delegation was present in the interests of the improvement of Landis Avenue, extended from the Borough of Vineland past the State Institution for Feeble Minded. He advised that this road was taken over by the County a week ago and the County was very desirous to secure State Aid toward the permanent improvement of this Highway instead of making temporary repairs as suggested by the State Highway Commission. He informed the Commission that this section of road was a very important connecting link in a through route from Bridgeton to Atlantic City.

Senator Reeves introduced Mr. Chambers of the Borough of Vineland who informed the Commission that the section of road under discussion was 1.4 miles in length, beginning at the boundary of the Borough of Vineland and extending to Spring Road. He advised that its condition made it practically impassable for through traffic at certain seasons. He informed the Commission that the Township of Landis would agree to pay 10% of the cost and the county would share equally with the State the balance. The total estimated cost of the work, including curbs, was placed at $100,000.00 by County Engineer Sharp.

State Highway Engineer Sloan informed the Commission that a trolley track was in existence on a portion of this road and he did not feel that the State Highway Commission should enter into any arrangements for the improvement of this highway until the trolley track area could be reconstructed at the same time. He stated that an investigation had been made of this road and he believed that a repair job would carry the traffic until the trolley situation was corrected.

Mr. Chambers informed the Commission that the trolley company was an absolute necessity in Vineland, but that he did not believe that it could afford to expend any considerable money in reconstruction work, although he stated that the trolley company would place its tracks in good repair.

Mr. Kidde introduced a letter from Mr. Jenkinson of the State Board of Commerce & Navigation, urging the improvement of this road on the basis that it is past the door of a State Institution and for this reason should be shared in by the State as an institutional road.

Chairman Scott informed the delegation that the Commission would take this matter under serious consideration, but it did not feel that there was any responsibility in connection with the building of the road past the State Institution.

Route 9, Bloomsbury

The Secretary informed the Commission that Mayor Willever and members of the Borough Council of Bloomsbury were present for a hearing with the Commission. On motion, duly seconded, a hearing was granted. Mayor Willever appeared and stated that while no official action had yet been taken by the Borough Council, there was a unanimous opinion expressed by straw vote, that if the road was put through the main street of the Town, the Borough would be willing to stand the cost of eight feet extra paving on either side of the State's twenty-two feet, and place curbs and gutters. The Mayor asked questions concerning the cost of extra widening work and the distance to be covered and he was directed to take the matter up with the Engineering Division and return before the Commission, in the event there were any further questions concerning the improvement. The Mayor informed the Commission that the next time he would appear he would have some official action to report to the Commission.

In this connection the Secretary presented communications from Edward McCrea and S. A. Taylor, urging that the Commission change the alignment of Route 9 through Bloomsbury in order that it may not go through the main street of the town. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered acknowledged with the advice that the Commission is thoroughly familiar with the situation existing and is awaiting advice from the Borough before giving any definite decision on the matter.

Riparian Grants

Commissioner Kidde presented a communication received by him from Mr. Jenkinson of the Board of Commerce & Navigation concerning the propositions to be discussed with the State Highway Commission on the Cooper River Channel and the Hackensack and Passaic River bridges, in which Mr. Jenkinson offered the cooperation of his Board at the earliest moment and suggested April 20th as a suitable date for a conference.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Jeninson's communication be acknowledged and that he be advised that the Commission will expect to meet a quorum in order that the conference may proceed in an official manner on April 30th.

Route 1 Extension, Jersey City

The Secretary presented a communication from the North Jersey Transit Commission concerning the location of State Highway Route 1 Extension, through Jersey City, and urging consideration for the suburban traffic on the Erie Railroad lines. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highwah Commission directed that the communication be received and acknowledged with the advice that the State Highway Commission has taken cognizance of any increase in facilities which the Erie Railroad has stated that they contemplate in the future to facilitate suburban traffic, and that the Commission will welcome any members of the North Jersey Transit Commission who desire to look over the plans which have been on file at this office since last August.

Route 17 General; Request for Aid-Hudson County

The Secretary presented a communication from the Town Clerk of Kearny, New Jersey, requesting State Aid in the resetting of curbs and paving of Belgrove Drive from Passaic Avenue northerly to the Greenwood Lake Railroad in the Town of Kearny, this aid being asked because the town is under the impression that this highway was taken over as part of the State Highway System.

The Secretary informed the Commission that the Town of Kearny has a population in excess of 16,000 and is on the lower section of Route 17 which has not yet been made part of the State Highway System, and in view of the fact that the town is a terminal point in the route, the State Highway, in the event it were taken over by the State, could not enter the Town of Kearny. On motion by Mr. Jelin, seconded by Mr. Stewart, the Secretary was directed to forward information to this effect to the Town of Kearny and advise that their application for State Aid must be placed on file until more definite information concerning the finances of the Commission are available.

Request for Hearing-Middlesex Co.

The Secretary presented a communication from the Board of Freeholders of Middlesex County, requesting a hearing to discuss road matters with the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Secretary arrange for a hearing immediately after the County has forwarded to the State Highway Engineer a statement in writing as to the road matters which it contemplates discussing in order that he may have the same investigated prior to the hearing.

Routes 14 and 15-General

The Secretary presented to the Commission resolutions from the Progressive League of Cape May and the Board of Trade of Wildwood, urging the construction of Routes 14 and 15 in 1926. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission ordered the resolutions received and placed on file.

Right of Way-Route 1 Extension

The Secretary presented a communication from E. J. Maier Corporation, submitting a bill for appraisal services in connection with the Bowen condemnation on Route 1 at the Hackensack River Bridge. Similar bills were presented from Charles F. Cramer and J. F. Gannon. On motion by Mr. Stewart, seconded by Mr. Kidde, the bills were referred to Assistant Attorney General McGee, who acted as Counsel in the Bowen proceedings, in order that he might approve the same.

Request for Aid-Hunterdon County

The Secretary presented a communication from Franklin Township Committee, urging the approval of the Commission to Township Aid application for the Trenton Road from Quakertown to Croton, Hunterdon County. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and filed for later consideration.

The Schedule of Business was next taken up for consideration item by item as follows, with the recommendations of the State Highway Engineer:

Route 4, Section 28A.

There was presented the following list of bids received on April 13th for the construction of Route 4, Section 28A, Waretown-Forked River Cut-off, and it was recommended that award be made to Michael Staub, the lowest bidder:

Michael Staub....................	$ 154,002.66
Union Paving Co..................	162,930.45
Stryker & Stryker................	164,104.90
Sutton & Corson..................	179,514.84
Fish-Rutherford, Inc.............	183,126.73
C. H. Winans Co..................	188,310.92
John M. Reuter...................	189,682.96
Liddle & Pfeiffer................	219,195.05

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 28A, Waretown-Forked River Cut-off, to Michael Staub of Pitman, N. J. at his the lowest bid received in the amount of $154,002.66, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 6, Section 16.

There was reported the completion of plans and specifications for the construction of Route 6, Section 16, Broad Street, Woodbury, and it was recommended that advertisement be placed for this work.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 6, Section 16, Broad Street, Woodbury, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for the work.

Route 18-North, Section 1, Alpine

Plans and specifications were reported completed for the construction of Route 18-North, Section 1, in the Borough of Alpine, Bergen County, and approval to advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 18-North, Section 1, in the Borough of Alpine, Bergen County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for the work.

Right of Way-Route 3

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 12, Egg Harbor-Hammonton:

Parcel	109A,	Rocco L. Ruberton,	consideration	$ 2.85
"	153F,	Sadie Johnson (single)	"	1.35

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 11, Petersburg-Tuckahoe:

Parcel	41A,	George Davis,	consideration	$ 5.00
"	41D,	Ida M. Ivins, widow,	"	5.00
"	93,	Jennie Madden, "	"	90.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 9, Swainton-Ocean View:

Parcel	34,	Orlando Giberson,	consideration	$ 100.00
"	36,	Stephen Parsons,	"	35.00

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Right of Way-Route 6.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance of a lease for Parcel No. 1 on Route 6, Section 10, at bridge located at M. P. 3.78 from Lucius Hires, for the consideration of $1.00.

Right of Way-Entrance Boulevard

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel 24A, on the Entrance Road, Camden Bridge Approach, from Cynon H. Hayes and Wife, for the consideration of $600.00.

Entrance Road,
Right of Way-Amboy Bridge Approach

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of a conveyance to the New Jersey Shipbuilding & Dredging Company of a triangular portion of land to be acquired from Henry Wolff that lies southerly and outside of the southeasterly right of way line of the Route 4 Approach to the Amboy Bridge, by a deed delivered by the said Henry Wolff direct to the New Jersey Shipbuilding & Dredging Company, the remainder of the land acquired from Mr. Wolff to be conveyed to the State; all of the foregoing being in accordance with an agreement entered into with the New Jersey Shipbuilding & Dredging Company.

Right of Way-Route 4.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission accepted a grant made by H. C. Schlichting of the bridge and trestle structure on Route 4, spanning the Navesink River, in consideration of the sum of $1.00 and the condition that the State shall demolish and remove the said structure without cost to Mr. Schlichting.

Right of Way-Entrance Boulevard

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that offers as made for the following parcels of property on the Entrance Road, Camden Bridge Boulevard, be approved and that the owners in each case be notified that in the event they refuse to accept the offers, the Commission will institute condemnation proceedings to obtain the property:

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Right of Way Route #1, Extension

State Highway Engineer Sloan reported to the Commission that in making search of property, it was ascertained that proceedings had been instituted against the railroad on Route 1 Extension when they should have been made against Adolph Schoenberg, and an offer had been made to Mr. Schoenberg of $14,286.00, which he had refused. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that condemnation proceedings be instituted for the acquisition of property of Adolph Schoenberg in Block 324 on Route 1 Extension in Jersey City, in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point in the southerly line of Twelfth Street, where the same is intersected by the easterly line of lot numbered thirty-one (31) in Block numbered three hundred and twenty-four (324), as shown on Bacot's Map of Jersey City, made in 1861, and duly filed in the Office of the Register of Hudson County; and running thence (1) along said easterly line of lot numbered thirty-one (31) in a southerly direction, thirty (30) feet, to a point; thence (2) in a westerly direction, parallel to and thirty (30) feet distant from the said southerly line of Twelfth Street, twenty-five (25) feet, to a point in the westerly line of said lot numbered thirty-one (31); thence (3) along said westerly line in a northerly direction, thirty (30) feet, to a point in the southerly line of Twelfth Street; thence (4) along said southerly line of Twelfth Street, in an easterly direction, twenty-five (25) feet, to the point or place of Beginning; being the most northerly part of lot numbered thirty-one (31) in Block numbered three hundred and twenty-four (324), as shown on aforementioned map, and being twenty-five (25) feet in width and thirty (30) feet in depth throughout.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $14,286.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason, said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Poles-Painting-
Marking-State Highways

There was presented a report from the State Highway Engineer concerning the painting of approximately 1650 poles on various sections of State Highway Routes, and it was recommended that existing arrangements with the E. B. Leahy, Inc. for the painting of bands on poles be continued to include this work at an estimated cost of $1,595.00 in view of the fact that under this contract poles are banded at a price less than the work can be done for by the maintenance forces, and also at a cheaper rate than it has been possible to secure outside painters up to this time. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the extension of the painting contract with E. B. Leahy, Inc. for the painting of bands on poles on Route 1 from Jersey City to Rahway, Route 2, from Trenton to Burlington, Route 3, from Camden to Absecon, Route 4 from Rahway to Toms River, Route 13 from Trenton to Princeton, and Route 16 from Wood's Tavern to Royce Valley and Bernardsville to Morristown, at an estimated cost of $1,595.00.

Offices.

The State Highway Engineer presented to the Commission a report from Assistant Engineer Lavis on the matter of Jersey City Offices, in which it was explained that the lease taken on the present offices held pending the completion of a new building by the same company, and that a reduction in price had been made with the understanding that the offices would be moved to the new building and the price was made $2.25 per square foot instead of $3.00. This rate of $2.25 would also apply to the new building, and the State Highway Engineer recommended that the Jersey City office be authorized to lease, at such time as it may be ready, office space in the new addition to a maximum of 4,000 square feet, the lease to be forwarded to the Trenton Office for approval. This was authorized.

State Highway Engineer Sloan presented a report concerning office space for the Northern Division, and he recommended that the Commission approve of the leasing of office space at Branford Place and Springfield Avenue in Newark, in accordance with the original recommendation of the Division Engineer.

Commissioner Kidde stated that he did not believe that there was sufficient fire protection in the new location at Branford Place for purposes of the Commission, but he could not find any other place available in Newark at a reasonable rate. He strongly recommended a location in the Town of Montclair.

Commissioner Jelin stated he believed that for the purposes of the Commission at the present time, the Branford Place offices gave the proper light and were situated so that there could be satisfactory parking of cars, and he was prepared to approve the recommendation of the State Highway Engineer. Commissioner Stewart therefore moved that the Engineering Division be authorized to acquire a lease on office space at Branford Place and Springfield Avenue, Newark, at a rental of $2.11 per square foot, and that the lease be forwarded to Trenton for approval. This was seconded by Mr. Jelin and adopted, Commissioner Kidde voting in the negative. The space taken was 1417 square feet.

Entrance Blvd., Camden Bridge Approach

State Highway Engineer Sloan presented a resolution from the Board of Commissioners of the City of Camden to the effect that the Board favors a dam and lock at the time of the erection of a new bridge over the Cooper River on the Entrance Road, Camden Bridge Boulevard, and requesting that the State Highway Commission embody in its plans for the construction of the new bridge a dam and lock, and the City of Camden will share its proportion of the cost of such construction.

State Highway Engineer Sloan informed the Commission that plans for the Bridge over the Cooper River had now reached the point where they were ready for the approval of the Board of Commerce & Navigation and the War Department and that it would delay the proceedings if it was necessary to incorporate the dam and lock at this time. He recommended that the City of Camden be advised that if they will proceed to secure the necessary approval of the Board of Commerce & Navigation and the War Department to the installation of a dam and lock prior to the time that the Commission is ready to advertise this bridge for construction, the Commission will incorporate such construction in its plans at the expense of the City of Camden. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that a communication in accordance with the recommendation of the State Highway Engineer be forwarded to the City authorities of Camden.

Equipment

State Highway Engineer Sloan presented to the Commission a report from the Superintendent of Plant & Equipment on bids received on April

9th for twenty tractor graders in accordance with specifications regularly advertised. He recommended to the Commission that award of contract be made in the best interests of the State to the Austin Western Road Machinery Company of Philadelphia, although they were not the lowest bidders, but due to the fact that they were the only parties who complied with the specifications as drawn, and also in view of the fact that their grader is much heavier for the work than that quoted on by the other concerns. He advised that the lowest bid received was from E. S. Tompkins of New York on the Hadfield-Penfield Grade, which they intended to build in accordance with the specifications, but up to this time they had not yet produced such a grader for the market.

Commissioner Jelin stated that he believed that it might be desirable to have lighter and heavier graders on the work in order to test the efficiency of the various weights upon different types of gravel roads.

Commissioner Kidde therefore moved that in view of the fact that the lowest bidder E. S. Tompkins, has proposed a new machine and is willing to meet the specifications, that award be placed with E. S. Tompkins for ten tractor graders in accordance with their bid and that the balance of the order of ten tractor graders be purchased from the Austin Western Road Machinery Company as recommended by the State Highway Engineer. This was seconded by Mr. Jelin and approved.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was recessed for lunch at 1:00 P.M. to meet again at 2:30 P.M. Prior to reconvening, Commissioners Stewart and Kidde attended a conference with Attorney General Katzenbach at the State House, and the regular meeting was resumed at 3:30 P.M. with the same members present as at the morning session.

Special Motor Vehicle Inspectors,
Police Powers

Chairman Scott informed the Commission that during lunch hour he had held a conference with Commissioner Dill in accordance with authority granted by the State Highway Commission, in order to discuss the provisions of a recent law which gave the State Highway Commission the authority to appoint peace officers with equal authority as Motor

Vahicle Inspectors. He advised that Commissioner Dill had expressed a willingness to appoint any man of the State Highway Department who should be nominated by the State Highway Commission as Special Motor Vehicle Inspector and he was not in favor that the Commission should operate under the provisions of the recent legislation which was enacted without his indorsement being obtained thereon. No action was taken by the Commission on this matter at this time.

Opinions-Attorney General

The Secretary presented a communication received from the Attorney General suggesting that local counsel be engaged in connection with certain cases in Hudson County. The Board having considered this matter, upon motion of Mr. Stewart, seconded by Mr. Jelin, gave its approval to the suggestion and authorized the Attorney General to take up the matter and arrange to obtain local counsel in such connection. The Chairman was directed to communicate with the Attorney General accordingly.

Right of Way-Amboy Bridge Approach

The State Highway Engineer presented for the consideration of the Commission the matter of the extension of Route 4 to the New Amboy Bridge. Commissioner Jelin stated that he had received information from reputable men in that locality that expert testimony can be secured that will prove that the clay lands of Mr. Valentine are not worth in excess of $5,000.00 per acre, and he would recommend that the Commission proceed upon the line of Cleveland Avenue extension direct to the bridge.

Commissioner Kidde stated that he had gone over the matter very thoroughly from records furnished by the State Highway Engineer and it was entirely a question as to whether the Commission would be willing to expend extra funds in this locality for making a direct line to the bridge rather than to use the Crackmally line, and making use of a section of highway recently constructed with State Aid by the City of Perth Amboy.

Commissioner Jelin stated that the Commission had already gone on record as favoring the line of Cleveland Avenue Extension, in view of the fact that it has authorized the acquisition of property on the new line.

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State Highway Engineer Sloan recommended to the Commission that the line of Cleveland Avenue Extension be used in view of the fact that it is to be a permanent approach to the Bridge. He stated that he had previously recommended the Crackmally line as a temporary expedient in the event the Commission would be held up in the acquisition of property on the line of Cleveland Avenue Extension.

Commissioner Stewart stated that he believed that it would be better business judgement for the Commission to adopt one line and build that as a permanent improvement rather than to build over an existing line and find that it would be necessary at a later date to add another route.

Commissioner Jelin, therefore, moved that the State Highway Commission does hereby determine that the line for the approach to the Raritan River Bridge in Perth Amboy shall be on the lines of Cleveland Avenue extended to connect with the present State Highway Route 4 North of Spa Spring Brook. This was seconded by Mr. Stewart and adopted.

Commissioner Kidde then moved that the Engineer be authorized to prepare plans and specifications for the construction of that portion of Cleveland Avenue Extension to Route 4 which lies outside of the City of Perth Amboy. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde moved that Mr. DeVoe, Counsel for the Commission be given instructions to prepare and submit a form of agreement with the City of Perth Amboy, relative to the necessary approach to the Perth Amboy Bridge, said agreement to be agreeable to the suggestions of the Attorney General and to be subsequently submitted to this Commission for its approval and indorsement as to the terms thereof and to be effective only when finally approved by the State Highway Commission and the governing body of the City of Perth Amboy.

Commissioner Jelin moved that the city authorities of Perth Amboy be requested to meet with the State Highway Commission at its next meeting in order to discuss the provisions of the agreement to be drawn by Mr. DeVoe, to be entered into by the State Highway Commission and the City. This was seconded by Mr. Stewart and adopted.

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Condemnations - General

The Secretary presented an opinion from Assistant Attorney General DeVoe, in which he advised that in the matter of making allowances to tenants on property taken in condemnation for State Highway rights of way, the proper procedure would be to make the tenant a party defendent and for the condemnation commissioners to make a gross award, including therein the value of all the rights and interests sought to be acquired by the condemnation proceedings, and that the said gross award be paid into the Court of Chancery for distribution among the various claimants if they cannot agree to the division thereof. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the opinion be received and that the proceedings against the tenants be taken in accordance with the advice contained therein.

Abandonment-Route 4,
Shore Relief Routes-
Route 4 Keyport.

The State Highway Engineer presented for the consideration of the Commission the adoption of a line for the construction of a relief shore route in the vicinity of Keyport. He presented a plan showing the Cut-off in the vicinity of Keyport and recommended the abandonment of the existing line of Route #4 from the intersection of Broadway and Front Streets easterly Route #4 and southerly on Broad Street to a point in South Keyport. This abandonment is approximately 1.7 miles and in place thereof it was recommended that the line of Route 4 be extended from the intersection of Broadway and Front Street on Broadway to the intersection with the Matawan Road; thence by a new right of way in a general easterly direction to South Keyport, and in line with this construction it was recommended that the widening on Route 4 be continuous from Morgan to Keyport, which would make it necessary for authorization on that section between Cliffwood and Broadway. The adoption of this line would eliminate the point of heaviest congestion now existing at the intersection of Broad and Front Streets in Keyport.

Commissioner Stewart moved that the recommendations of the State Highway Engineer for abandonment of a section of Route 4 and the construction of a new line be approved, and that the following resolution be approved:

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RESOLVED, that the State Highway Commission does hereby determine to take over as a part of State Highway Route No. 4, beginning at the intersection of Broadway and Front Street, in Keyport, thence along Broadway to the point of divergence of a proposed new alignment in a general easterly direction to a point of intersection with the present State Highway Route No. 4 at South Keyport, and

BE IT FURTHER RESOLVED that the taking over of the new alignment and the abandonment of the existing alingment shall be and the same is hereby made effective as of the date of award of contract or contracts for the completion of the improvement of State Highway Route No. 4 on the new alignment.

This was seconded by Mr. Kidde and adopted.

Commissioner Kidde moved that the Engineering Division be directed to proceed at once with the preparation of plans and specifications and the acquisition of right of way in order that the work on this section of State Highway Route 4 may be proceeded with. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Engineering Division prepare plans and specifications for the widening of Route 4 between Cliffwood Road and Broadway, Keyport.

Employments

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the following additions, changes and increases as made in the employments since the last meeting of the Commission:

Employed

4-9-25	William Wylie,	Motor Truck Driver	$ .45 hr.
4-8-25	Meredith J. Myers,	Mechanic	.65 "
4-7-25	F.L.Blackford,	Motor Truck Driver	.45 "
4-9-25	Geo. E. Downs,	Mechanic	.65 "

Increases

4-1-25	J. A. Marren,	Principal Clerk-Lab.	$145.	to	$155. mo.
5-1-25	George Lear,	Laboratory Mechanic	135.	"	145. "
5-1-25	G. H. Pilkington,	Junior Engineer	135.	"	150. "

Discontinued Employments

4-1-25	Wm. Helm, Jr.	Highway Inspector	Resigned
3-31-25	E. T. McNierney,	Resident Engineer	"
3-31-25	Clement Durham,	Gravel Patrolman,	"
4-15-25	F. W. Miller,	Highway Inspector,	"
4-1-25	A. B. Lincoln,	Asst. Civil Engineer,	"
4-15-25	Chas. R. Funk,	" " "	"

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Motor Vehicle Aid-Middlesex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the Motor Vehicle Schedule and Agreement for Middlesex County for the year 1925.

Motor Vehicle Aid-Cape May County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the Motor Vehicle schedule and agreement for Cape May County for the year 1925

Motor Vehicle Aid, Camden County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the Motor Vehicle schedule and agreement for Camden County for the year 1925.

Fredon-Stillwater Road, Section #1, Motor Vehicle Aid, Sussex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Fredon-Stillwater Road, Section #1, Sussex County, Motor Vehicle Aid.

Phillipsburg-Belivdere Road, Section #2, Warren County.

State Highway Engineer Sloan reported to the Commission that the County of Warren had been advised that Federal Aid cannot be granted on Section #2 of the Phillipsburg-Belvidere Road through Belvidere unless provision was made for the elimination of a grade crossing which involved a considerable cost. He recommended to the Commission that the Federal Aid on this section of street be withdrawn and in lieu thereof there be substituted an equivalent amount to aid in the improvement of a connecting street in Belvidere at this time. On motion by Mr. Kidde, seconded by Mr. Jelin, this recommendation was adopted.

Hearing - Cranford

The Secretary informed the Commission that the City Engineer of Cranford had advised that they were now ready to confer with the Commission concerning the improvement of Route 9 in Cranford. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that a hearing be arranged for the next meeting.

Trolley Tracks- Route 5, Madison-Chatham

Commissioner Kidde inquired as to whether anything could be done regarding the trolley track situation on Route 5 in Madison and Chatham and he suggested that Assistant Attorney General Coulomb, who has been taking this matter up with the local trolley authorities, be requested to advise the Commission at its next meeting as to what action has been taken by the courts in this matter, and whether the State Highway Commission can use its own funds to do some repair work in the trolley track area for the benefit of the traveling public, without causing injury to the cause of the Commission in the courts.

Township Aid-Cumberland County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the final force account statement on Herring Row Road, Fairfield Township, Cumberland County, Township Aid.

Township Aid-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the final force account statement on Pomona Road, Galloway Township, Atlantic County, Township Aid.

Township Aid-Cumberland County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the final force account statement on the Yank Walk Road, Commercial Township, Cumberland County, Township Aid.

Township Aid-Warren County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved award of contract on the Stewartville-Bloomsbury Road, Greenwich Township, Cumberland County, Township Aid.

Maintenance Materials-Passaic County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved award of contract by Passaic County for maintenance and repair materials for 1925.

Equipment-Ocean County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved award of contract by Ocean County for two Ford one-ton truck chassis and three Fordson H. P. Graders.

Route 9, Section C.

There was presented a report from Superintendent of Maintenance Muir on the matter of the request from the City of Plainfield for State Aid in the repair of detours for Route 9, Section C through the City of Plainfield. State Highway Engineer Sloan informed the Commission that he understood that when the appropriation was made from State funds for aid in the construction of Route 9, through Plainfield, that this money included any expenses for detours which might be incurred. Commissioner Kidde moved that the City of Plainfield be advised that the State Highway Commission has no funds for detour work in municipalities, which is regretted, but it was the understanding of the Commission that the amount of money originally given for the construction of the streets through Plainfield, was inclusive of any detour costs which might be necessary on account of the construction involved. This was seconded by Mr. Jelin and adopted.

Right of Way-Route 9

Commissioner Stewart reported that he had investigated the purchase agreement for the property of the H. C. Lockwood Company on Route 9, and he was prepared to recommend approval of the agreement. He moved that the Commission approve the purchase of Parcels 3, 4, and 7 on Route 9, Section 11, Plainfield-Westfield, from the H. C. Lockwood Company for the consideration of $3,000.00 This was seconded by Mr. Jelin and adopted.

Claims-Michael Staub

The State Highway Engineer again presented to the Commission the claims of Michael Staub for $5,698.21, on account of the fact that he was delayed by the failure to acquire right of way on his work which compelled him to leave a section of road out of the construction and return to complete the same at a much greater organization cost, as well as making it necessary to substitute "lumnite" cement for ordinary cement in order to complete the work before winter set in.

State Highway Engineer Sloan further advised that the contract provided for an extension of time in the event the constracot's work was delayed, but in this case Mr. Staub was entirely completed before the time allowed in the contract was taken up.

Commissioner Kidde stated that he believed that every contractor assumes a certain amount of risk as to the completion of his work before the winter season and it was to Mr. Staub's advantage to complete this section of roadway rather than suffer the consequent loss of returning to the work the following spring.

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Mr. Jelin stated that he believed the contractor had no claims against the State other than extension of time, but if there was a difference in cost of the cement used he would recommend that the same be paid to the contractor, and he moved that in the case of Michael Staub claim that the claim as rendered be denied and the Engineering Division be instructed to ascertain the difference in cost between lumnite cement furnished by Mr. Staub and the regular concrete provided for in the specifications, and that an extra be allowed Mr. Staub on his contract covering this difference in cost. This was seconded by Mr. Kidde and adopted.

Route 17, Hackensack-Rutherford.

Commissioner Kidde stated that the County of Bergen was awaiting a proposition from the State Highway Commission on the matter of the improvement of the lower end of Route 17 between Hackensack and Rutherford, and he moved that the proposition as tentatively made to Bergen County on February 10, 1925, whereby the County of Bergen at its own expense, would be asked to provide the right of way for the new alignment of Route 17 between Hackensack and Rutherford, and the State Highway Commission would arrange a three year program for the building of the road, at the same time taking over and maintaining those parts that are not included in the construction, thereby saving the county the cost of maintenance which could be applied to the acquisition of right of way, be repeated to the County with a statement that if the County of Bergen will concur in this proposition, the State Highway Commission will consider making an allocation of funds toward the work. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned at 6:50 P.M. to meet in regular session on Tuesday, April 21st at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - April 21, 1925.

A regular meeting of the State Highway Commission was held at the Commission meeting rooms, Broad Street Bank Building, Trenton, Tuesday, April 21, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route #20, Millville

The Secretary informed the Commission that Senator F. M. Reeves of Cumberland County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Reeves appeared and advised that he had appeared before the Commission sometime ago regarding the extension of Route #20 through Millville, and at that time request was made that the approval of the City of Millville be secured for such extra width of pavement as would be necessary. He presented to the Commission a resolution adopted by the local authorities of Millville, and he asked that the Commission give favorable consideration to this work.

State Highway Engineer Sloan informed the Commission that the work spoken of by Senator Reeves was placed in the State Highway System by the 1924 Legislature, and in view of the fact that the City is prepared to do the additional width, he recommended that the construction be undertaken at this time.

Commissioner Kidde inquired as to whether the local utilities in the roadway would be taken care of at once and he was informed in the affirmative.

Commissioner Jelin therefore moved that the Commission approve the recommendation of the State Highway Engineer and that the Commission does authorize the construction of Route #20 through Millville subject to proper agreement with the local authorities as to extra work and also as to the completion of underground installations before actual road construction begins. This was seconded by Mr. Kidde and adopted.

Request for Aid, Cumberland County

Commissioner Kidde inquired o f Senator Reeves whether he could say that the County of Cumberland would be willing to share additional funds on Landis Avenue, Vineland, which matter was discussed at the last meeting. He stated that in his opinion it would be better for the State to make an allotment of $15,000.00 or $20,000.00 for this work rather than to make temporary repairs, if the County and Township could see their way clear to finance the balance.

Senator Reeves advised that he would take this matter up with the local authorities.

Route 9, Cranford.

The Secretary informed the Commission that a delegation from the Town of Cranford was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Mayor Aldrich of Cranford, Town Engineer Collins and Town Attorney Berkley. Mr. Collins informed the Commission that the delegation was presentat the request of the State Highway Commission to discuss the completion of Route 9 through Cranford. He stated that the local authorities were very much pleased with the improvement of Route 9 as completed up to this time and were desirous of completing the pavement as soon as it can be done.

Commissioner Stewart informed the delegation that the State Highway Commission felt that this section of Route 9 in Cranford was the only unimproved section of Route 9 and formed a bottle neck for traffic on what was otherwise a valuable improvement. He inquired as to what was delaying the work.

Mr. Collins advised that there was a question as to right of way which the City was to acquire, but which was awaiting action on State Highway right of way in order to make condemnation proceedings simultaneous.

Right of Way Agent Vollmer informed the Commission that all the property needed by the State was now under contract, and it would not be necessary to condemn but one piece of property, that of Mathias Aarmodt. The local authorities advised that this was the first that they had been apprised of this and that they would now be ready to proceed.

Mr. Collins now called attention to the fact that the Central Railroad was planning a grade crossing elimination through the Town which may change the grade of the road through this unimproved section and he inquired whether the construction should be held up until the railroad company had determined upon its grades.

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Commissioner Stewart stated that he did not feel that the work on the State Highway should be held up and State Highway Engineer Sloan informed the Commission that he did not believe that the work of the railroad company would interfere with the improvement of Route #9 in Cranford. Commissioner Stewart stated that he believed that the State Highway Commission would be willing to send an engineer to attend the necessary conference with the railroad Company authorities if an invitation was forwarded from the Town, but he did not believe the work should be held up on this account. He therefore moved that the State Highway Engineer be instructed to prepare the detailed plans and specifications looking toward the improvement of Route #9 through Cranford, and also to prepare the proper form of agreement to be entered into with the local authorities for extra width which can be included in the contract for the work. This seconded be Mr. Jelin and adopted.

Conference-Attorney General

The Secretary informed the Commission that a conference had been arranged with the Attorney General for 11:30 A. M., and it was now time for this conference. The Commission then recessed to go to the State House for this conference. The Commission reconvened at the offices in the Broad Street Bank Building, at 3:00 P. M., with the same members present as at the morning session.

River Road, Middlesex County

The Secretary informed the Commission that a delegation from Middlesex County was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Freeholders Haight, Belloff and Assistant County Engineer Buchanan. Mr. Haight informed the Commission that the County was prepared to proceed with the improvement of the River Road in Middlesex County but was not prepared to finance the extra work contemplated at the Pennsylvania Railroad Cut, which would add an expense of $35,000.00 to that originally contemplated. He informed the Commission that the County was under an extra burden this year on account of having to replace a bridge by order of the War Department and he inquired whether the Commission would be willing to allow the road to remain on its existing line without making the realignment at the railroad.

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Commissioner Jelin inquired whether the County will be willing without further assistance to make this re-alignment and he was informed that this would have to be taken up with the Board of Freeholders. Commissioner Jelin then informed the Commission that when the matter was originally presented there was no question as to realignment from the present roadway and he moved that the County be allowed to preceed on the original plan. This was seconded by Mr. Stewart and adopted.

Side Walks, Route #8, Little Falls

The Secretary informed the Commission that Mr. Hunziker, Attorney for the Township of Little Falls was present and desired a hearing. On motion, duly seconded, a hearing was granted. Nr. Hunziker appeared with Mr. Henning, a member of the Township Committee of Little Falls to state that on the outskirts of Little Falls there runs Route #8 known as the Pompton Turnpike, and within the Township there are a number of houses which are unprotected by sidewalks at the present time. The Township was desirous of safeguarding the lives of the pedestrians and was therefore prepared to place sidewalks and had passed an ordinance to that effect. It developed, however, that in order to permit of a forty/foot highway the sidewalks have to be placed in such a manner that they will interfere with catch basins which are on the northerly side of the road between the Essex County Line and the main street, and he stated that the Township desired that the Commission remove these catch basins in order that there may be no obstructions to the sidewalks.

Mr. Henning backed up the arguments of Mr. Hunziker and stated that he believed the catch basins were placed wrong in the very beginning and that they would constitute an obstruction if it was necessary to make the road forty feet wide but would not if it was to be thirty feet wide. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the State Highway Engineer arrange for the Maintenance Division to make the necessary removals of catch basins on Route #8 through Little Falls Township in order that the Township may place sidewalks where desired.

Mr. Hunziker also requested consideration from the Commission toward paying part of the cost of the piping necessary to carry water off Route #8 instead of through a ditch as at present, in order that the adjacent property can be developed.

Mr. Kidde informed Mr. Hunziker that this was purely a local improvement and that the State Highway Commission has persistently refused to grant such requests.

Right of Way, Entrance Boulevard,
Camden Bridge Approach

The Secretary informed the Commission that Mr. Frank Schroth, Agent for the Receivers on the N. Z. Graves Company property, together with Mr. Brown, Receiver, and Mr. Graves the owner, were present to confer as to their property. On motion, duly seconded, a hearing was granted. Mr. Brown informed the Commission that he had received the formal offer from the State Highway Commission of $130,000.00 for their property in Camden and he explained, as an officer of the Court, he had given this matter very serious consideration, but he was present to acquire further information from the Commission as to the reason for placing a 40¢ per square foot value on the property when he believed that a former sale by himself had netted the company $1.00 per square foot.

Right of Way Engineer Meeker informed the Commission that the property which Mr. Brown mentioned had riparian rights and did not net his company more than 40¢ per square foot as is offered by the State. Mr. Brown discussued the value of the business. It was explained to Mr. Brown that it was the feeling of the Commission that if it were possible for the State to assess damages against abutting property owners for new improvements, this property would be immensely benefitted and thereby would have to pay a considerable portion of the amount of their award back to the State, but this not being the case he believed that the owner should consider this fact, which would be a great value to the remaining property after the State took what portion it needed for highway purposes.

The representatives of the N. Z. Graves Company then conferred among themselves and then returned to inquire whether the Commission would consider any alteration in the proposal as made in view of the fact that it was highly desirous on the part of the company to close this matter rather than take part in condemnation proceedings.

Mr. Brown also stated that if the Commission would consider paying $135,000.00 and allowing the company to salvage the buildings on the land taken he would personally accept the same and recommend to the Court and bond holders that the same be accepted from the State.

Mr. Jelin moved that in order to close the proposition with the N.Z.Graves Company, in view of Mr. Brown's statement, that the State Highway Commission approve the purchase of the property of the N. Z. Graves Company necessary for right of way on the Entrance Boulevard, Camden Bridge Approach for the sum of $135,000.00, the N.Z.Graves Company to have the right to salvage the buildings on the property purchased by the State, provided the same will be removed by them within two months after the agreement for the sale is signed. This was seconded by Mr. Kidde and adopted.

Reimbursement-Counties

The Secretary presented a resolution from the Board of Freeholders of Morris County, requesting payment of $25,925.59 in accordance with Chapter 218, Laws of 1925, which provides for payment of interest to counties on reimbursement work done heretofore. Commissioner Kidde moved that the communication be acknowledged and that the Chief Clerk be requested to determine what funds would be available for payment of such reimbursements in the event that the law adopted by the Legislature is declared operative; at the present time there being a number of important legal questions involved in this statute.

Signs

The Secretary presented a communication received by Commissioner Kidde from the Horni Signal Manufacturing Company, in the matter of the installation of a hanging light sign at the Cheesequake Bridge at Morgan, New Jersey. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Route 9, Bloomsbury

The Secretary presented a communication from Mayor Willever of Bloomsbury, advising that the Borough of Bloomsbury is prepared to pass the necessary ordinances for the widening of the main street of the Borough in order that the State Highway Commission may determine to improve Route 9 through the town. On motion by Mr. Kidde, seconded by

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Mr. Stewart, the State Highway Commission, by a vote of three in the affirmative and one in the negative, adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 9 through Bloomsbury on the line as originally presented by the State Highway Engineer which is outside the main street of Bloomsbury, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Mr. Jelin voted in the negative on this question.

Maps

Commissioner Stewart inquired at this time as to what disposition was being made of the order for the 1925 road maps. The Secretary informed the Commission that the bids received had been referred to the State House Commission and they had not decided as yet to whom to award the contract, since there was a difference of one percent in the bids, and by awarding to the low bidder it would probably involve a legal entanglement due to copyrights which would hold up the printing of the maps for some time.

Commissioner Stewart therefore moved that in order to obviate legal difficulties and injunctions, that the State Highway Commission request of the State House Commission that award be made to the General Drafting Company of New York, the same publisher who furnished maps for 1924, in order that the public may suffer no inconvenience through lack of maps for the coming motor season. This was seconded by Mr. Jelin and adopted.

Equipment, Graders.

The Secretary presented a communication received from the Construction Department of the Southern California Edison Company on the matter of tractor grader advertisement as follows:

"Los Angeles, Calif.,
April 11, 1925.

Mr. A. Lee Grover, Secy.,
State Highway Commission,
Trenton, N. J.

Dear Sir:

Regarding the insertion in the Engineering Record of March 26th, on "Tractor Graders."

This seems to be just the kind of a tractor grader we have been looking for to use in our construction work on highways, etc.

We wonder if you would let us know who the successful "Bidder" is and would also appreciate any descriptive matter you may care to send us.

Trusting you will find it convenient to let us have this information, we are

Yours very truly,

H. J. Eichlorn,
Supt. Material & Equipment."

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this communication be acknowledged with the proper information and that it be spread in full upon the minutes, since it reflected credit upon the staff of the State Highway Department of New Jersey, which prepared the advertisement for the tractor graders.

Route 18-North, Alpine

The Secretary presented a communication from Senator W. B. Mackay of Bergen County, extending appreciation for information concerning the decision to proceed with Route 18-North at Alpine. On motion, duly seconded, the communication was ordered received and placed on file.

Right of Way-Route 1 Extension

The Secretary presented the appraisal of J. F. Gannon & Son for services rendered in the condemnation of land of J. R. Bowen, on Route 1, Lincoln Highway Section, Hackensack River Bridge. The Secretary advised that this had been taken up with the Attorney General's Department and that Mr. Magee stated that the same was satisfactory as far as the court attendant was concerned. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the bill of J. F. Gannon & Son in the amount of $1,350.00 be paid.

The Secretary presented bills rendered by C. Alfred Burhorn in the amount of $1,415.00 and from P. A. Gaddis in the amount of $2,025.00 for appraisal services in connection with the acquisition of right of way on Route 1 Extension in Jersey City. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that these bills be paid.

Invitation

The Secretary presented an invitation from the Association of Chosen Freeholders of New Jersey, extending an invitation to the Commission and its Secretary to attend the Association Shad Dinner at Salem on Tuesday, May 5th at noon. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with thanks and that the Secretary advise that the Commission regrets that Tuesday is the regular meeting day of the Commission and it will not be possible to put off business already arranged for that day.

Proposed Routes

The Secretary presented a communication from Mr. F. P. Reichey, Borough Clerk of Bradley Beach, New Jersey, inquiring when the State Highway Commission will make an inspection of the continuation of the Ocean Boulevard, looking toward the improvement of the same. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that the communication be acknowledged and that Mr. Reichey be advised that this section is not a part of the State Highway System and therefore the State Highway Commission is not permitted to expend its funds thereon.

The Secretary presented a communication from Assemblyman J. B. Stratton of Gloucester County, requesting a hearing for his Committee from Gloucester County to present views concerning the taking over of the road from Westville to Pennsgrove. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Stratton be advised that the State Highway Commission did not receive any funds from the past Legislature which would warrant the taking over of any new sections of State Highway, and until such funds are available there could be nothing gained by public hearing, since it would not be possible for the Commission to act favorably in the matter.

Trolley Tracks-Route 11-Nutley

The Secretary presented a form of ordinance necessary in order to permit the relocation of the tracks of the Public Service Railway Company on Washington Avenue, Nutley; this ordinance providing that all other sections of the franchise shall remain as at present in force. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution for the moving of trolley tracks on Route 11 through Nutley.

WHEREAS, in order to answer public necessities and convenience to carry out plans for the improvement of Washington Avenue, between the Belleville Town Line and Center St., in the Town of Nutley, County of Essex and State of New Jersey, a distance of approximately thirteen hundred feet (1,300'), it is desirable that the tracks now maintained by the Public Service Railway Company on said Washington Avenue between the points above stated, be removed and relocated from the side of said street where they are now located, to the center of said street, all as shown on the map or plan entitled "Public Service Railway Company, Department of Maintenance of Way, Proposed relocation of tracks on Washington Avenue from Belleville Line to Center St. - Nutley, N. J." dated March 13, 1925, and numbered 20516-D.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of New Jersey, that the said Public Service Railway Company be and it is hereby requested, directed and authorized to change the location of its street railway tracks and remove and relocate the same from the side of said Washington Avenue between the points above set forth to the center of said Washington Avenue, in accordance with the foregoing recital, including any necessary change in the location of the poles and electrical conductors, and when said relocation shall have been done, then and thereafter the said Public Service Railway Company, its successors and assigns, so changing the location of its said tracks in accordance with this request, shall have the right to maintain and operate the same in the new location for as long a period as it had the right to maintain and operate its said tracks in their former location at the time of such relocation.

Trolley Tracks-
Route 5, Madison - Chatham

Commissioner Kidde inquired as to what disposition had been made of the inquiry to be made of Assistant Attorney General Coulomb concerning the right of the Commission to do some repair work on Route 5 through Chatham and Madison.

State Highway Engineer Sloan advised the Commission that the Manager for the Morris County Traction Company had corresponded with him on the question of Route 5 through Dover, but he had not said anything concerning the situation in Madison and Chatham.

The Secretary informed the Commission that no reply had been received from Mr. Coulomb in answer to verbal inquiry made some days before.

Commissioner Stewart moved that a communication be forwarded to Mr. Coulomb advising that the Commission is desirous of doing some temporary work on Route 5 in the trolley track area at Madison and Chatham and desired information as to whether this would prejudice any legal situation being presented to the courts. This was seconded by Mr. Kidde and adopted.

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The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer.

Route 4, Section 30.

Plans and specifications were reported completed for Route 4, Section 20, Manahawken-Tuckerton, in Ocean County, and advertisement was recommended. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 4, Section 30, Manahawken-Tuckerton in Ocean County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route 20, Section 3.

Plans and specifications were reported completed for the construction of Route 20, Section 3, Borough of Westville, Gloucester County, and advertisement was recommended. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route 20, Section 3, Borough of Westville, Gloucester County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Bridges-Route 4, M. P. 37.9 & 38.5

Plans and specifications were reported completed for the construction of two bridges on State Highway Route 4 at M. P. 37.9 and M. P. 38.5, over Forked River in Ocean County and advertisement was recommended. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of two bridges on State Highway Route 4 at M. P. 37.9 and 38.5 over Forked River in Ocean County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the work after approval by the State Highway Engineer.

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Route 4, Section 29.

The State Highway Engineer presented the following report of bids received on April 20th for the construction of Route 4, Section 29, Barnegat-Manahawken, and recommended award to the Union Paving Company, the lowest bidder;

Union Paving Co.	$ 181,528.41
Michael Staub	191,651.35
Liddle & Pfeiffer	291,208.65
Sutton & Corson	214,690.45

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 29, Barnegat-Manahawken section, to the Union Paving Company of Philadelphia, at their's the lowest bid received in the amount of $181,528.41, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 5, Section 15-A.

The State Highway Engineer presented the following report of bids received on April 20th for the construction of Route 5, Section 15-A, Milburn Avenue, Irvington, and recommended award to P. Camillo & Co.. the lowest bidders:

P. Camillo & Co.	$ 242,508.10
John Dorer	261,095.40
Union Paving Co.	265,594.[illegible]
Sutton & Corson Co.	263,854.98
J. F. Chapman & Son	268,289.28
C. H. Winans Co.	277,241.60

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 5, Section 15-A, Milburn Avenue-Irvington, to P. Camillo & Company at their's the lowest bid received in the amount of $242,508.10, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Entrance Road, Camden Bridge Approach

The State Highway Engineer presented the following report of bids received on April 20th for the making of borings on the Entrance Road, Camden Bridge Approach and recommended award to the Pennsylvania Drilling Company, the lowest bidders:

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Pennsylvania Drilling Co.........	$ 4,920.00
Joseph W. Edwards................	6,180.00
Sprague & Henwood................	5,916.00
Osborne Drilling Co..............	6,709.00

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the making of borings on the Entrance Road, Camden Bridge Approach, to the Pennsylvania Drilling Company, at their's the lowest bid received in the amount of $4,920.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Right of Way-Route 3

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 11, Hammonton-Berlin Section:

Parcel No.		Consideration
13,	John W. Jenison,	$ 70.00
37,	Antonio DeLaurentis,	90.00
38,	Antonio N. Tomasello,	13.65
40,	Antonio DiClemente,	118.00
42,	Taluccio Capoferri,	10.00
43,	John Capoferri,	74.45
44,	Annie R. Robertson,	75.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 12, Egg Harbor-Hammonton:

Parcel No.		Consideration
88,	Stanley Kwasnieski,	$ 7.50
106,	Antony S. Jacobs,	7.50
252,	Wilson Turner,	1.00
250,	J. M. Wolford, plus the removal of two trees and the construction of a gravel driveway.	1.00
254,	Wilson Turner, plus the removal of six trees by the State.	1.00

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 4, Section 11, Petersburg-Tuckahoe:

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Parcel No.		Consideration
41C,	John Hardisty (widower)	$ 3.00
49,	Laura V. Wimbush,	3.50
84,	George E. Jefferys,	10.00

On motion by Mr. Stewart, seconced by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel 8 on Route 4 Section 28, Waretown-Forked River, from Hester E. VanNote, for the consideration of $25.00.

Right of Way-Route 14

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel 62 on Route 14, Section 8, Swainton-Ocean View, from Marshall F. Bertrand, for the consideration of $100.00.

Right of Way-Route 20

On motion by Mr Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 20, Section 1, Borough of Clayton, a letter of thanks to be forwarded to those giving their property for a nominal sum:

Parcel No.		Consideration
4,	Thos.G.M.Shivers & Wife,	$ 1.00
6	F.S.Hutchinson & Wife,	1.00
7	J.P.Stanger & Wife,	1.00
8	E.Russell Meyers & Wife,	1.00
11	A.S.Barrett & Wife,	1.00
13	J.J.Warrick & Wife,	1.00
19	Wm.Peterson & Wife,	75.00
20	Nathan T. Skinner & Wife,	1.00
21	Theo.E.Robinson, Widower,	1.00
23	E.S.Savacool, Widow	130.00
24	J.Alfred McWilliams & Wife,	1.00
25	Louisa Dilks, Widow,	1.00
26	F. E. Jones & Wife,	1.00
27	J.A.Kille & Wife,	150.00
28	E.E.Morrow & Robert, her husband,	70.00
31	C. C. Burrough & Wife,	56.00
32	Edna L. Patterson, Widow,	182.00
33	Lydia Shields, Widow,	55.00
34	Chas. Gaskill & Wife,	146.00
35	Jas. R. Winner, Widower,	55.00
36	B.E.Rownad & Wife,	140.00
38	Chas.A.Dilks & Wife,	282.00
39	Chas.F.Skinner, Widower,	110.00
40	Walter L. Hughes, et al.	110.00
41	Lydia Madara, single,	50.00
42	Chas. A. Buts & Wife,	55.00

Right of Way-Route 7

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the preparation of the bargain and sale deed of the James Flitcroft Estate, known as Parcel 2 on Route 7, Section 4, Colts Neck-Jerseyville section, for the consideration of $20.00 in order that the preliminary agreement to be signed by a great number of heirs may be eliminated.

Right of Way-Entrance Road, Camden

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase agreement for the acquisition of Parcel 13 on the Entrance Road, Camden Bridge Approach, from Josephine Frick for the consideration of $200.00.

The State Highway Engineer reported that George & Louise Miller, property owners on several parcels of the Entrance Road, Camden Bridge Approach, were not able to reach a decision as to the signing of agreements for the property, and he, therefore, recommended that condemnation proceedings be instituted in order to acquire the property. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that condemnation proceedings be instituted in accordance with the following resolution:

Parcel No.	Street & No.	Owner	Offer
15	1133 Penn St.	George Miller	$ 2,000.00
25	1153 Penn St.	George Miller	100.00
26	1155 Penn St.	George Miller	50.00
27	1157 Penn St.	Geo. & Louise Miller	25.00
30	1184 Linden St.	Geo. & Louise Miller	3,100.00

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route, Entrance Road, Camden Bridge Approach, ALL those certain lots, tracts or parcels of land and premises, situate, lying and being in the State of New Jersey and more particularly described as follows:

Parcel #15

BEGINNING at a point in the northerly side of Penn Street two hundred twenty-one and forty-one hundredths (211.41) feet from the intersection of the northerly line of Penn Street with the easterly line of Eleventh Street, said point being distant twenty-six and forty-four hundredths (26.44) feet from and normal to the proposed center line of the Penn Street Branch of the State Highway Entrance Road in the City of Camden at Station 2 plus 28.93 as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from George Miller, City of Camden, Scale 1" equals 20', January 1925" and running:

Thence (1) along the dividing line or party wall bounding the properties situated at #113 and #1131 respectively on Penn Street in the City of Camden, North forty degrees, seven minutes, thirty seconds East (N 40° 07' 30"E) fifty-eight (58) feet to an alley six feet in width;

Thence (2) along said alley South forty-nine degrees, fifty-two minutes, thirty seconds East (S 49° 52' 30" E) twelve and three tenths (12.3) feet to a point, said point being in the dividing line bounding the properties situated at 1133 and 1135 Penn Street respectively, in the City of Camden:

Thence (3) along said dividing line South forty degrees, seven minutes, thirty seconds West (S 40° 07' 30"W) fifty-eight (58) feet to a point in the northerly line of Penn Street;

Thence (4) along said northerly line of Penn Street North forty-nine degrees, fifty-two minutes, thirty seconds West (N 49° 52' 30"W) twelve and three tenths (12.3) feet to the point and place of beginning;

CONTAINING seven hundred thirteen (713) square feet, be the same more or less;

INTENDING TO CONVEY all of that land now owned or controlled by the grantor situated at number eleven hundred thirty-three (1133) Penn Street in the City of Camden.

Parcel 25

BEGINNING at a point in the northerly side of Penn Street three hundred forty-six and forty-one hundredths (346.41) feet from the intersection of the northerly line of Penn Street with the easterly line of Eleventh Street, thence bounding the property of grantor and along the easterly side of an alley two and nine tenths (2.9) feet in width North forty degrees, seven minutes thirty seconds East (N 40° 07' 30" E) sixty four (64) feet to the point and place of beginning, said point being in the southerly side of an alley three (3) feet in width, said point being distant twenty-two and six tenths (22.6) feet from an normal to the proposed center line of the Penn Street Branch of the Entrance Road at Station 3 plus 70.43, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from George Miller, City of Camden, Scale 1" equals 20', January 1925" and running;

Thence (1) along said last above mentioned alley South forty-nine degrees, fifty-two minutes, thirty seconds East (S 49° 52' 30" E) seventeen and seventy-seven hundredths (17.77) feet to a point in the dividing line of the grantor;

Thence (2) along said dividing line South forty degrees, seven minutes, thirty seconds West (S 40° 07' 30"W) eleven and thirty-five hundredths (11.35) feet to a point in the southerly right of way line of the Penn Street Branch of the Entrance Road;

Thence (3) along said right of way line North seventy-four degrees, six minutes, thirty-four seconds West (N 74° 06' 34"W) nineteen and thirty-four hundredths (19.34) feet in the said dividing line of the grantor, said course being parallel to and distant forty (40) feet from the said proposed center line of the Penn Street Branch of the Entrance Road previously mentioned;

Thence (4) along said line North forty degrees, seven minutes, thirty seconds East (N 40° 07' 30"E) eighteen and ninety-eight hundredths (18.98) feet to the point and place of beginning;

CONTAINING two hundred seventy (270) square feet, be the same more or less;

INTENDING TO CONVEY all of that land now owned or controlled by the grantor within forty (40) feet of the proposed center line of the Penn Street Branch of the Entrance Road, situated at number eleven hundred fifty-three (1153) Penn Street in the City of Camden.

Parcel 26

BEGINNING at a point in the northerly side of Penn Street three hundred sixty-four and eighteen hundredths (364.18) feet from the intersection of the northerly line of Penn Street with the easterly line of Eleventh Street, thence bounding the property of grantor North forty-degrees, seven minutes, thirty seconds East (N 40° 07' 30" E) sixty-four (64) feet to the point and place of beginning, said point being in the southerly side of an alley three (3) feet in width; said point being distant twenty-nine and fifty-two hundredths (29.52) feet from

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and normal to the proposed center line of the Penn Street Branch of the Entrance Road at Station 3 plus 87.18, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from George Miller, City of Camden, Scale 1" equals 20', January 1925" and running;

Thence (1) along said last above mentioned alley South forty-nine degrees, fifty-two minutes, thirty seconds East (S 49° 52' 30"E) twelve and twenty-seven hundredths (12.27) feet to a point in the dividing line of the grantor;

Thence (2) along said dividing line South forty degrees, seven minutes, thirty seconds West (S 40° 07' 30" W) six and thirty-one hundredths (.31) feet to a point in the southerly right of way line of the Penn Street Branch of the Entrance Road;

Thence (3) along said right of way line North seventy-three degrees, forty-six minutes, one second West (N 73° 46' 01"W) thirteen and twenty-three hundredths (13.23) feet to a point in the said dividing line of the grantor, said course being parallel to and distant forty (40) feet from the said proposed center line of the Penn Street Branch of the Entrance Road previously mentioned;

Thence (4) along said line North forty degrees, seven minutes, thirty seconds East (N 40° 07' 30" E) eleven and thirty-five hundredths (11.35) feet to the point and place of beginning;

CONTAINING one hundred and eight (108) square feet, be the same more or less;

INTENDING TO CONVEY all of that land now owned or controlled by the grantor within forty (40) feet of the proposed center line of the Penn Street Branch of the Entrance Road, situated at number eleven hundred fifty-five (1155) Penn Street in the City of Camden.

Parcel 27

BEGINNING at a point in the northerly side of Penn Street three hundred seventy-six and forty-five hundredths (376.45) feet from the intersection of the northerly line of Penn Street with the easterly line of Eleventh Street, thence bounding the property of grantors North forty degrees, seven minutes, thirty seconds East (N 40° 07' 30"E) sixty-four (64) feet to the point and place of beginning, said point being in the southerly side of an alley three (3) feet in width; said point being distant thirty-four and sixteen hundredths (34.16) feet from and normal to the proposed center line of the Penn Street Branch of the Entrance Road at Station 3 plus 98.87, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from George & Louise Miller, City of Camden, Scale 1" equals 20', January 1925" and running;

Thence (1) along said last above mentioned alley South forty-nine degrees, fifty-two minutes, thirty seconds East (S 49° 52' 30"E) eleven and eighty-eight hundredths (11.88) feet to a point in the dividing line of the grantor;

Thence (2) along said dividing line South forty degrees, seven minutes, thirty seconds West (S 40o 07' 30"W) one and fifty-seven hundredths (1.57) feet to a point in the southerly right of way line of the Penn Street Branch of the Entrance Road;

Thence (3) along said right of way line North seventy-three degrees, twenty-six minutes, nine seconds West (N 73o 26' 09" W) twelve and seventy-nine hundredths (12.79) feet to a point in the said dividing line of the grantor, said course being parallel to and distant forty (40) feet from the said proposed center line of the Penn Street Branch of the Entrance Road previously mentioned;

Thence (4) along said line North forty degrees, seven minutes, thirty seconds East (N 40° 07' 30" E) six and thirty-one hundredths (6.31) feet to the point and place of beginning;
CONTAINING forty-seven (47) square feet, be the same more or less;
INTENDING TO CONVEY all of that land now owned or controlled by the grantors within forty (40) feet of the proposed center line of the Penn Street Branch of the Entrance Road, situated at number Eleven hundred fifty-seven (1157) Penn Street in the City of Camden.

Parcel 30

BEGINNING at a point in the southerly side of Linden Street ninety-nine and two tenths (99.2) feet from the intersection of the southerly line of Linden Street with the westerly line of Twelfth Street, said point being distant twenty-nine and ninety-eight hundredths (29.98) feet from and normal to the proposed center line of the Linden Branch of the State Highway Entrance Road in the City of Camden at Station 6 plus 80.67, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from George and Louise Miller, City of Camden, Scale 1" equals 20', January 1925"and running;
Thence (1) along the dividing line or party wall between the properties at 1184 and 1186 Linden Street respectively in the City of Camden, southwest forty-eight feet six inches (48'6") to a point;
Thence (2) still along said dividing line southerly fifty-four (54) feet to a point;
Thence (3) still along said dividing line southwesterly six (6) feet to a point;
Thence (4) northwestwardly twenty-seven (27) feet to a point;
Thence (5) northeastwardly one hundred eight (108) feet to the southerly line of Linden Street;
Thence (6) along said southerly line of Linden Street twenty-two feet six inches (22'6") to the point and place of beginning;
CONTAINING two thousand five hundred seventy-seven and four tenths (2577.4) square feet, be the same more or less;
INTENDING TO CONVEY all of that land now owned or controlled by the grantors situated at number Eleven hundred eighty-four (1184) Linden Street in the City of Camden.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make offers to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Route 2

State Highway Engineer Sloan advised that Nimrod Warner Estate on Route 2, Section 2, have not yet been able to reach an agreement which was acceptable to the State for the disposition of the property and he recommended that an offer of $500.00 be made and in the event same is refused that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that an offer of $500.00 be made as recommended and in the event same is refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 2, Section 2, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:
>
> All that certain lot, tract or parcel of land situate, lying and being in the City of Bordentown, County of Burlington, and State of New Jersey, shown on map dated June 24, 1919, entitled "New Jersey State Highway Department" map showing property to be acquired from the Nimrod Warner Estate, Route No. 2, Section No. 2, at Bordentown, Bordentown Township, Burlington County, the said tract being more particularly described as follows:
>
> BEGINNING at the point of intersection of the northerly property line of Burlington Street and the westerly property line of Prince Street; thence (1) northerly along the westerly property line of Prince Street, 42.755 feet; thence (2) southwesterly 63.57 feet on the arc of a circle to the right with a reaius of 37.166 feet, through the property of the Estate of Nimrod Warner to the northerly property line of Burlington Street thence (3) easterly along the northerly property line of Burlington Street 42.755 feet to the point or place of beginning, containing 0.0094 of an acre.
>
> The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Crescent Blvd., Camden

The State Highway Engineer presented for the attention of the Commission the purchase agreement entered into with Herman and Clara Odlen for Parcel 42 on the Crescent Road, Camden Bridge Approach, for the consideration of $40,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that this agreement be referred to Commissioner Jelin for his inspection and report.

Conventions - A.A.S.H.O.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the attendance of Charles A. Mead, Chief Engineer of Bridges and Grade Crossings for the Public Utility Commission, as a representative of the State Highway Department, at the meeting of the Bridge Committee on Specifications of the American Association of

State Highway Officials, to be held in Washington during the month of May, at an estimated expense of $50.00.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases in the employments as made by the State Highway Engineer, since the last meeting of the Commission:

Employed

4-1-25	C. E. Ormsby,	Highway Inspector	$165.00 mo.
4-16-25	Lawrence Dalton,	Bridge Attendent	90.00 "
4-16-25	John Toolan,	" Tender	95.00 "
4-16-25	Herbert Hickman,	Gravel Patrolman	85.00 "
4-7-25	Frank L. Williams,	Rollerman,	150.00 "
4-20-25	Leo A. Moore	Asst. Test. Chemist	145.00 "
4-16-25	Horace E. Wahl,	Laboratory Assistant	90.00 "
3-18-25	Lebeus Martin,	Junior Inspector	135.00 "
4-1-25	Harry Hunter,	Motor Truck Driver,	.45 hr.
4-16-25	Herbert Whitesell,	Mechanic,	.65 "
4-15-25	Clarence C. Brown,	Motor Truck Driver	.45 "
4-8-25	John McCarthy,	" " "	.55 "
4-15-25	Chas. E. Scarborough,	" " "	.45 "
4-1-25	Paul Underhill,	" " "	.45 "
4-13-25	Arthur J. Turney,	Garage Assistant,	.45 "
4-8-25	Ralph Noble,	Motor Truck Driver	.55 "

Increases

5-1-25	C. J. O'Brien,	Rodman,	$90. to	$100. mo.
5-1-25	J. G. Eyre,	Jr. Engineer,	135. "	145. "

Discontinued Employments

4-15-25	John J. Coakley,	Bridge Tender,	Laid Off.
4-15-25	John J. Lucitt,	" "	" "

Bridgeton-Port Norris Road, Sec. 3; Motor Vehicle Aid-Cumberland County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for Bridgeton-Port Norris Road, Section 3, Cumberland County, Motor Vehicle Aid work.

Rejection of Plans-Morris County

On motion by Mr. Kidde, seconded by Mr. Jelin. the State Highway Commission declined to approve the proposition as submitted by Morris County for State Aid on a number of county roads and directed that the same be refused in order that the County may proceed to do the work from its own funds. The roads are as follows:

Dover-Chester Road,
Morristown-Ledgewood Road, Sections 1 & 2,
Haite's Corner-Swinefield Bridge Road,
Montville-Pine Brook Road, Sections 1 & 2,
Columbia Turnpike,
Boonton-Butler Road

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Maintenance Materials-Sussex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Sussex County for maintenance materials for 1925, in the following amounts:

700	tons Slag....................	@ $2.15
25,000	gallons Grade "B" Tar.......	@ .1146
2,000	tons Dustless Screenings....	@ 1.98

Salem County Repairs

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved specifications by Salem County for the loading and hauling of sand for covering SCO in the vicinity of Elmer.

Township & Borough Aid-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of a supplemental agreement known as No. 1 and an extra work order No. 1 on the Buena-Tuckahoe Road, Section 2, Buena Vista Township, Atlantic County, in order to extend the job from Station 195 to Station 300, since the bid received was so low as to permit of the completion of practically the entire road with the balance of the funds available.

Township & Borough Aid-Somerset County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Hillsboro Township, Somerset County on the Neshanic-Clover Hill Road.

Township & Borough Aid-Cape May County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on Shunpike Road, Lower Township, Cape May County, Township and Borough Aid.

Township Aid-Atlantic County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on the Buena-Tuckahoe Road, Section 4, Weymouth Township, Atlantic County, Township Aid.

Motor Vehicle Aid-Gloucester County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Gloucester County for the year 1925.

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Motor Vehicle Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Hunterdon County for the year 1925.

Motor Vehicle Aid-Monmouth County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule & Agreement for Monmouth County for the year 1925.

Motor Vehicle Aid-Morris County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Morris County for the year 1925.

Motor Vehicle Aid-Ocean County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Ocean County for the year 1925.

Motor Vehicle Aid-Passaic County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Passaic County for the year 1925.

Motor Vehicle Aid-Warren County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Motor Vehicle Aid Schedule and Agreement for Warren County for the year 1925.

Extension of Time-Sussex County, Newton-Schwartzwood Road

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time with regard to the allotment of funds for the Newton-Schwargzwood Road, in view of the fact that the Board of Freeholders of Sussex County has not yet completed its survey of this work.

Route 5, Section 15.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of an agreement to be entered into with the Town of Springfield for extra widening and other work to be performed on Route 5, Section 15, Springfield-Irvington, in conjunction with the contract already let by the State for this work.

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Extension of Time-Bass Route 4 River Bridge

State Highway Engineer Sloan presented a communication from L. J. Sieling, contractor for the Bass River Bridge, requesting an extension of time. The original contract provided for the completion of the work within 150 working days and the actual time consumed was 289 working days. He informed the Commission that the contractor is entitled to an extension of time due to additional work in the plans amounting to 118½ working days, leaving a balance of 20½ days to which the penalty of $40.00 a day should be applied under the terms of the contract.

Commissioner Jelin inquired as to whether the contractor had found it difficult to proceed with this work and he was informed that Contractor Sieling had advised that he had lost considerable money on this project.

State Highway Engineer Sloan informed the Commission that Mr. Sieling had consistently been delinquent in the completion of State Highway jobs. Commissioner Jelin, therefore, moved that an extension of time be granted to L. J. Sieling, Contractor on the Bass River Bridge, of 134 working days and that a penalty be inflicted for 5 working days at $40.00 per day, and that in view of the fact that Mr. Sieling had been delinquent in completing the work and has a record of consistent delinquencies in completing work, the Commission goes on record to the effect that L. J. Sieling is considered to be not a responsible contractor. This was seconded by Mr. Stewart and adopted.

Right of Way-Route 1 Extension

The Secretary presented to the Commission a report from appraisers Gaddis, Burhorn and Dunham on Route 1 Extension at Jersey City, and he advised that the estimates originally laid out for the work compared very favorably with the appraisals as made by the experts. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that these appraisals be received and placed on file and that Mr. Dunham be asked to present details of appraisals in the same manner as presented by the other appraisers in order that the same may be placed on record.

Commissioner Stewart stated that at this time record should be made of the fact that the Commission conferred with the Attorney General in the morning and information had been received concerning the status of Route 1 Extension through Jersey City, which was brought to the attention of the Engineering Division in order that the work in Jersey City may proceed in a proper legal manner and at a proper time.

Conference-Board of Commerce & Navigation

Commissioner Kidde informed the Commission that together with Chairman Scott and Engineers Lavis, Moore and Goodkind, he had attended a conference with the Board of Commerce and Navigation at the State House on Monday, April 20th, with a view to hastening the propositions to be forwarded to the War Department for the change of CooperRiver Channel on the Camden Bridge Approach, and also the proposition of new bridges over the Hackensack and Passaic Rivers. He advised that the State Board of Commerce and Navigation is ready to cooperate and will give approval to plans for the relocation in Camden as soon as same are submitted, and he moved that the Engineering Division be asked to prepare the necessary plans and specifications in order that the work might proceed. This was seconded by Mr. Jelin and adopted.

As to channels and bridges, the Board of Commerce & Navigation requested that the State Highway Commission prepare data which can be presented at a joint meeting with the War Department Engineers at a public hearing to be held at Newark within a short time, but that they would give approval under protest to the bridge construction at the present time, in order that the same may proceed. He, therefore, moved that the State Highway Engineer be directed to prepare a statement of facts pointing in favor of high level bridges over the Hackensack and Passaic Rivers, in order that the same may be ready for the public hearing to be arranged. This was seconded by Mr. Jelin and adopted.

Lighting-Amboy Bridge

Commissioner Kidde reported that a conference was being arranged between himself and representatives of the Public Service Railway Company concerning lighting contracts on the new Amboy Bridge and he would, therefore, hold up this report until after such conference.

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Claims-Stillman, Delehanty, Ferris;
Amboy Bridge-New

Commissioner Stewart informed the Commission that he had investigated minutes and reports concerning the claims of the Stillman-Delehanty-Ferris Company on the Amboy Bridge. The only question in his mind was whether or not the Commission should make payment at this time or wait until the work was entirely finished.

State Highway Engineer Sloan informed the Commission that such claims as arose on any of the construction work were rendered as separate items and could not involve any other portion of the work, and he recommended that the claim, as finally adjusted, be paid provided satisfactory releases will be secured from the Stillman, Delehanty, Ferris Company.

Commissioner Stewart, therefore, moved that the State Highway Commission make payment in full, for all claims to date and give releases in full of all claims to date for reduction in lineal feet of piling, involved on the Amboy Bridge construction in an amount of $37,175.64, and also that a release be given to the State by the contractor from obligations to grant any extensions of time due to failure to secure right of way for the consideration of $2,309.00 to be paid the contractor, incurred on account of the work being prosecuted under adverse conditions for the failure to secure right of way and in lieu of an extension of time to which the contractor is entitled, and further that the contractor shall release the State from all claims to date for the placing of timber platforms on pile tops to support green cement in subaqueous construction for the consideration of $4,167.07, making a total payment due to the contractor of $43,651.71. This was seconded by Mr. Kidde and adopted.

Route 4, Keyport

The Secretary presented a communication received from Judge Ackerson regarding the alignment of Route 4 at Keyport.

The State Highway Engineer explained that the conditions as presented in this communication did not exist and that Judge Ackerson had the wrong information on this matter. Commissioner Jelin therefore moved that the communication be acknowledged and that Judge

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Ackerson be advised that a number of engineers of the Department will meet with him and explain in detail the situation existing on Route 4 at Keyport.

The Commission next went into conference until 7:00 P.M. when, on motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned to meet again on Tuesday, April 28th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - April 28, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, April 28, 1925. The meeting was called to order at 10:30A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of March 13th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Complaint, Route #9, Bound Brook

The Secretary informed the Commission that former Senator George M. LaMont, whose residence is on Route #9 near Bound Brook, was present and desired a hearing. Prior to this hearing, Commissioner Stewart advised that Mr. LaMont had called his attention to the fact that employees of the State Highway Department had entered upon his lands without permission in order to do certain work, and he asked that Superintendent of Maintenance Muir, together with Road Supervisor Stanley, be present at this hearing.

Mr. LaMont appeared and advised that he was at a loss to understand why employees of the State Highway Department should be upon his property without first obtaining permission.

Supervisor Stanley informed the Commission that there was a tenant on the property who had acquiesced in the trespass and who they thought was the owner. Mr. Stanley advised that the purpose in going on the land was to prevent a washout along the road at abutments to the bridge, due to flood conditions.

Chairman Scott tendered the apologies of the Commission to Mr. LaMont for the zealousness of the Department forces and in view of fact that there was an impression that the tenant had authorized the same.

Mr. LaMont presented to the Commission a sketch showing this locality covering the property owned by him and stated that he believed the effort of the Maintenance Division to correct the conditions at that point was entailing a useless expenditure of money, since the condition would occur again.

Commissioner Jelin pointed out that the work being undertaken was the correct method since it was necessary to divert the water from the regular channel in order to repair the abutments.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the matter be referred to the State Highway Engineer for investigation and report as to what should be done at this location.

Permits, Closing Highways

The Secretary presented a communication from Hon. F. M. P. Pearse, Secretary to the Governor, requesting the cooperation of the Commission looking toward the closing of Route #1 at Menlo Park, to traffic for two or three hours in the afternoon of Saturday, May 16th, during the exercises for the unveiling of a tablet to Thomas Edison.

Commissioner Jelin informed the Commission that he understood that the State Police would divert the traffic for a short detour during these exercises as a means of preventing accidents to the crowd that would assemble at these exercises. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication from Secretary Pearse was ordered received and referred to the Maintenance Division for such attention as may be possible for the Commission to give.

Crescent Blvd, Camden Bridge Approach

The Secretary presented a communication from the Board of Trade of Pensauken Township requesting the State Highway Commission to widen the Crescent Boulevard, Camden Bridge Approach, to 65 feet instead of 56 feet as at present contemplated. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Right of Way, Route #8.

The Secretary presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, advising that condemnation commissioners in the case of Beattie Manufacturing Company, on Route #8 at Little Falls, had awarded $6,600.00 and he recommended that the same be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of Mr. DeVoe and authorized the payment of $6,600.00 to the Beattie Manufacturing Company.

Assistant Attorney General DeVoe reported that condemnation commission had made an award of $1,650.00 to LeGrand Parish for property taken on Route #8, and he recommended that it be paid. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the payment of $1,650.00 to Le Grand Parish on Route #8, as recommended.

Right of Way, Route #7

Assistant Attorney General DeVoe reported that an award of $75.00 had been made to the Securities Development Company (Emil Carlson) on Route #7, Section #2, and he recommended payment of the award. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award as recommended and directed that $75.00 be paid to the owner or into the court as the circumstances may require.

Assistant Attorney General DeVoe reported the award of $50.00 made by the Condemnation Commissioners in the acquisition of property of Securities Development Company (John A. McPhileny) and he recommended that the award be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation as submitted and authorized payment of $50.00 to John A. Philney or into the court as the circumstances may require.

Maps - 1925

The Secretary presented a communication from the Air-Map Corporation of America, advising that they had been invited by Commissioner Jelin to present their proposition to the Commission and were here now prepared to present same, being represented by Charles F. Keale, Jr. On motion, duly seconded, a hearing was granted. Mr. Keale appeared and informed the Commission that his company was now maping the Bronx River Parkway and proposed routes for parkways for the Long Island State Park Commission, and made a specialty of air maps which can be used in connection with the survey work. He explained to the Commission the method by which accuracy was obtained in measurements of maps in order that they may be used for engineering purposes. He presented to the Commission a number of sample pictures taken by his company and asked for permission to be of service.

Commissioner Kidde suggested that his company might present a quotation for a map which would show Route #18 and the Hudson River in the vicinity of its connection with State Highway Route #3 of New York. Mr. Keale promised to submit this quotation, upon receipt of a sketch of the vicinity desired to be covered.

Maps - 1925

The Secretary presented a communication from the North Jersey Automobile Club requesting a supply of new State Highway Maps when the same are printed.

Commissioner Stewart inquired as to what progress was being made with these maps and the Secretary advised that the State House Commission would meet on this day and award would be made to the General Drafting Company. On motion, duly seconded, the communication was ordered placed on file.

Route #4, Perth Amboy

The Secretary informed the Commission that pursuant to an invitation from the State Highway Commission, the City authorities of Perth Amboy were present to discuss the continuation of Route #4 through the City. Mayor Wilson appeared with a large delegation of Aldermen and advised that the City was ready to cooperate with the State as soon as it was determined upon the form of agreement.

Assistant Attorney General DeVoe was present and explained that in view of the fact that Perth Amboy was a City in excess of 16,000 population, it would be necessary for the Commission to enter into an agreement with the City for the work to be performed in the City, since the work must be done in the name of the City, but the State was desirous of retaining full control of all the work since the work be done at the expense of the State.

Chairman Scott requested that the delegation meet with Mr. DeVoe and go over the form of agreement which was to be entered into in order that the same may be presented to the Commission for their approval.

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Mr. Galvin, Chairman of the Board of Aldermen came before the Commission before the delegation left the meeting and advised that the majority of the Aldermen was highly favorable in cooperating with the Commission in this matter.

Request for Aid-Ocean County, Lakewood-New Egypt Road.

The Secretary informed the Commission that a delegation from Ocean County was present for a hearing. On motion, duly seconded, a hearing was granted. There appeared Senator Thomas A. Mathis, Director of the Board Savage, Supervisor of the Road Committee Applegate, and Freeholder Butler. Mr. Savage opened up the conference with the advice that the county was desirous of improving that section of the Lakewood-New Egypt Road from the Center Avenue Bridge to New Egypt with concrete pavement instead of penetration as now planned, and he suggested that it might be possible for the Commission to increase its allotment to Ocean County sufficient to do this. This plan was also urged by Mr. Applegate and Senator Mathis, who advised that it would be more economical for the County to put a hard surface pavement down which required little or no maintenance instead of a macadam pavement, which, on account of the heavy traffic to Lakehurst, would have to be repaired at frequent intervals. Chairman Scott explained that the Commission would be glad to give assistance to Ocean County when there were funds available, and Commissioner Stewart moved that the matter be taken under advisement at this time. This was seconded by Mr. Kidde and adopted.

Complaints-Route #16, Bernardsville

The Secretary presented a communication received from Col. F. S. Tainter, Bernards Township Engineer, calling attention to the failing conditions on Route #16, in the vicinity of Bernardsville, and suggesting that it might be possible to put a bituminous surfacing on the concrete roadway. The State Highway Engineer advised that Mr. Bedwell, Construction Engineer, was making a personal inspection of Route #16 on this day. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

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Proposed Routes

The Secretary presented communication from a Chairman of the Committee from the Board of Freeholders of Gloucester County, requesting a hearing for his Committee in regard to the legislated State Highway Route between Westville and Pennsgrove. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this Communication be acknowledged with the advice that the Commission did not receive any funds at the last Legislature which would warrant the taking over of additional routes, and for this reason it does not seem necessary to conduct a hearing at this time.

State Highway System, General

Commissioner Kidde called the attention of the Commission to a study made by the State Highway Engineer Sloan covering the ideas in his own mind as to the ultimate State Highway System and Secondary System of County Roads. This matter was directed to be held for a conference at a later date.

Right of Way, Entrance Road, Camden Bridge Approach

The Secretary presented a form of lease prepared by the Right of Way Division for the leasing of property by the State from J. Palmer Earl and Aeda F. Earl, needed for the construction of the Entrance Road, Camden Bridge Approach, for the sum of Twelve Hundred Dollars ($1,200) for a term of 6 months from June 1, 1925. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the lease presented and directed the amount of $1,200 to be paid.

Right of Way
Route 1, Extension, Jersey City

The Secretary informed the Commission that the Erie Railroad Company had made application for a writ of certiorari on the proceedings on Route #1 Extension through Jersey City, and papers had been served on the Commissioners which were referred to the Special Counsel.

The Schedule of Business was next taken up item by item as follows, with the recommendation of the State Highway Engineer.

Route #15, Section #7

There was presented a report of the following bids received on April 27th for the construction of Route #15, Section #7, Menantico

Creek-Mauricetown Road, and the State Highway Engineer recommended award to Michael Staub, the lowest bidder:

Michael Staub	$ 178,838.40
Acchione & Canuso	188,491.10
William Eisenberg	188,541.52
Fish-Rutherford, Inc.	191,568.52
J. M. Reuter	196,397.60
Union Paving Co., ...	196,692.62
E. Riley Mixner Co.	201,419.47
Freehold Const. Co.	206,913.64
Sutton & Corson	210,852.18

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission unanimously adopted the following resolution:

> RESOLVED that the State Highway Commission does hereby make award of contract for the construction of Route #15, Section #7, Menantico Creek to Mauricetown Road, to Michael Staub, of Pitman, New Jersey, at his, the lowest bid, in the amount of $178,838.40, and
>
> BE IT FURTHER RESOLVED that the Chairman is hereby authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #4, Connecting Link,
Perth Amboy

There was reported the completion of Connecting Link on Route 4, Amboy Avenue, Perth Amboy, by the city authorities of Perth Amboy. Commissioner Jelin reported having inspected the work and moved that the same be accepted by the State and that final payment of the State's allotment toward this work be paid. This was seconded by Mr. Stewart and adopted.

Trolley Tracks,
Route 1, George St., New Brunswick

There was reported the completion of the trolley track work on Route 1, George Street, New Brunswick, which was done under agreement between the City of New Brunswick and the Public Service Railway Company, the State to pay for the work and to be reimbursed by the railway company. Commissioner Jelin reported having inspected the work and moved that the same be accepted by the State and that the necessary finances be provided in accordance with agreements entered into. This was seconded by Mr. Stewart and adopted.

Route #4, Section #20A
Manasquan Cutoff

There was reported the completion of the construction of Manasquan Cut-off, on Route #4, Section #20A. On motion by Mr. Kidde, seconded by Mr. Stewart, this was referred to Mr. Jelin for final inspection.

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Entrance Boulevard, Camden

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of an agreement between the State of New Jersey and the Pennsylvania Railroad Company, covering the crossing of the railroad company's tracks by the Entrance Boulevard at Camden, the same being recommended by the State Highway Engineer, and approved as to form by the Attorney General's Department.

Hackensack River Bridge-Route 1

There was presented a communication from the Stillman-Delehanty-Ferris Company, contractors on the removal of pier on the Hackensack River Bridge, Route 1, Lincoln Highway, requesting an extension of time on their contract for this work due to difficulties encountered in the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the matter of extension of time be deferred until the contractor has completed all the work required under this contract, and that the letter be filed until such time.

Right of Way-Route 3

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of the following parcels of property on Route 3, section 11, Hammonton-Berlin:

Parcel No.		Consideration
15	Nicola Fotoro,	$ 164.40
16	Domenico Perino,	17.85
17	J. W. Butterton,	40.00
19,20,20A,	Antonio Lanzaro,	25.10
24	Vincenzo Caggiano,	29.25
27	Giuseppe Maiuri,	48.00
30	Frank Pastore,	48.00
31	Anthony Apalucci,	10.25
32	Joseph Apalucci,	25.50
33	Trustees Elm M. E. Church,	30.00
35	Orado Verona,	15.00
41	Domenico Cirillo,	12.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of the following parcels of property on Route 3, section 12, Egg Harbor-Hammonton section:

Parcel No.		Consideration
79	Garett Geene,	$ 8.85
259	Thomas C. Elvins,	1.00
262	Antonia D'Agostino,	1.00
264	Antonio Previte, (State to remove trees in front of property)	1.00
265	Angelo Esposito, (State to remove trees in front of property)	1.00

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Right of Way-Route 7

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of Parcel 43A from William F. Bischoff et ux, for the consideration of $1.00 on Route 7, Section 3, Anderson's Corner-Colts Neck Section.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of the following parcels of property on Route 7, Section 4, Colts Neck Road-Jerseyville Section:

Parcel No.		Consideration
1 & 1A	Charles E. Conrow & Wife,	$ 1565.00
9	Janet L. Fotheringham (single)	18.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel #2 on Route 7, Section 5, from Albert E. Thornley and Wife, for the consideration of $1550.00

Right of Way-Route 14

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the purchase of Parcel #43 on Route 14, Section 11, from Mrs. Jean Pinkerton, for the consideration of $5.55.

Right of Way-Route 16

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of a supplemental and amendatory agreement on Parcel #1, Route 16, Section 5A, this supplemental agreement setting forth in writing what has been considered the basis for the original agreement, all of the items named in this agreement having been provided for in the contract for the construction of the work.

Township Aid-Cumberland County
" " Warren "

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the following Township Aid force account agreements as follows:

Heislerville Road, Section 2, Maurice River Twp., Cumberland Co.
Cumberland & Port Elizabeth Road, " " " " "
Delaware-Warrington Road, Knowlton Township, Warren County.

Phillipsburg-Belvidere, Section 2;
Motor Vehicle Aid - Warren County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved plans and specifications for Phillipsburg-Belvidere Road, Section 2, Warren County, Motor Vehicle Aid work.

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Clinton Ave., West Caldwell,
Motor Vehicle Aid-Essex County,

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the plans and specifications for Clinton Avenue, West Caldwell Borough, Essex County, Motor Vehicle Aid work.

Turnerville-Sicklertown, Sec. 1 & 2,
Motor Vehicle Aid-Camden County

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contracts by Camden County, for the construction of Turnerville-Sicklertown Road, Section 1.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract by Camden County for the construction of Turnerville-Sicklertown Road, Section 2, Motor Vehicle Aid work.

Maintenance Materials-Cumberland Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of award by Cumberland County for 200,000 gallons of Slow Curing Oil.

Federal Aid-Route 2, Section 4A

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of Federal Aid Project Agreement No. 69A on Route 2, Section 4A, Burlington Cut-Off.

Township Aid-Hunterdon Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of acceptance and final payment on Sergeantsville-Stockton Cut-off, Delaware Township, Hunterdon County.

River Road-
Motor Vehicle Aid-Middlesex Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of plans and specifications for River Road, Middlesex County, Motor Vehicle Aid work.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon at 1 P. M. to meet in regular session at 2:30 P. M. The meeting was reconvened at 2:30 P.M. with the same members present as at the morning session.

Right of Way-Route 1 Extension

Immediately upon reconvening, the Commission went into conference with Special Counsel Sullivan on the matter of the writ of certiorari as applied for by the Erie Railroad Company on Route 1 Extension proceedings in Jersey City.

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The regular meeting was again resumed at 4:45 P.M.

Trolley Tracks-
Route 5, Madison-Chatham.

The Secretary informed the Commission that he had received advice from Assistant Attorney General Coulomb to the effect that the Commission will not prejudice any court proceedings undertaken, in the event it desires to make temporary repairs in the trolley track area on Route 5, through the Towns of Madison and Chatham. State Highway Engineer Sloan advised that he had had an interview with the General Manager of the Morris County Traction Company, which operates through Madison and Chatham and he had been informed by the General Manager that the traction company would attend to the temporary repair work at once.

Tuckahoe River Bridge-Route 14

State Highway Engineer Sloan reported to the Commission that he had received informal bids from five different concerns for engineering services in connection with the superstructure of the bascule span of the proposed Tuckahoe River Bridge, Route 14, M. P. 29.5, and he would recommend award to the lowest bidder, the Strauss Bascule Bridge Company of Chicago, at 5% of the contract cost of the superstructure, not to exceed a total cost to the State of $1,300.00, the State to have the use of any patented features under contol of the Strauss people. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the award of contract for engineering services in connection with superstructure of the bascule span of Tuckahoe River Bridge, at M. P. 29.5, on Route 14 to the Strauss Bascule Bridge Company of Chicago, Illinois, at theirs, the lowest bid, in the amount of 5% of the contract cost of the superstructure, and not to exceed a total cost to the State of $1,300.00.

Financial Statements

The Secretary presented to the Commission completed financial statements to this meeting date, and the Commission went into conference to discuss the same. Following this conference, the Commission again resumed regular business.

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Route 4, Rahway-Perth Amboy

Commissioner Jelin moved that the State Highway Engineer be authorized and directed to prepare plans and specifications for the construction of State Highway Route 4 between Rahway and Perth Amboy to a width of twenty-nine (29) feet, and that there be apportioned for this work the sum of $400,000.00, the same being recommended by the State Highway Engineer. This was seconded by Mr. Kidde and adopted.

Landis Ave., Vineland-
Motor Vehicle Aid-Cumberland County

Commissioner Kidde moved that in view of the request made by the County of Cumberland for State Aid in the improvement of Landis Avenue, Vineland, which passes the State Home for Feeble Minded, the State Highway Commission allot the sum of $20 ,000.00 as aid to Cumberland County toward this work, provided the County of Cumberland and Township of Landis will make up the balance, and this allotment to rescind any former allocations made for the repair of this road. This was seconded by Mr. Stewart and adopted.

Route 17, Hackensack-Rutherford

Commissioner Kidde moved that the State Highway Commission set aside the sum of $300,000.00 for the use of the construction of realignment on State Highway Route 17 between Hackensack and the Erie Railroad at Rutherford, said work to commence immediately upon the furnishing of the necessary rights of way for this realignment by the County of Bergen, it being understood that at the time the said right of way is furnished to the State Highway Commission, the said Commission will take over as part of State Highway Route 17, the remaining portions of this route lying within the County of Bergen. This was seconded by Mr. Jelin and adopted.

Employments

State Highway Engineer Sloan presented the following list of changes, increase, and additions in the employments since the last meeting of the Commission and recommended approval of the same. He explained that difficulty had been encountered by the Jersey City Office in securing competent structural draftsmen and designers and it was necessary to employ men who were not citizens. This matter had been taken up with the Civil Service Department by Mr. Davis.

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On motion by Mr Jelin, seconded by Mr. Stewart, the Commission approved the following employments, the names of the non-citizens being held for action at the next meeting.

Employed

4-15-25	Spencer A. Snook,	Bridge Designer	$235.00 mo.
4-23-25	Adrian C. Lincoln,	Sr. Civil Engr.	190.00 "
4-20-25	Thomas P. Doell,	Mechanic	.60 hr.
4-13-25	George Mixner,	Motor Truck Driver	.45 "
4-22-25	Chas. E. Whitehair,	Mechanic	.65 "
4-20-25	Theo. P. Martin,	Motor Truck Driver	.50 "
4-20-25	Patsy Rimo,	Garage Assistant	.50 "
4-13-25	Orville Stiles,	Motor Truck Driver	.45 "
4-14-25	Daniel Roath,	" " "	.45 "
4-14-25	Herbert Irelan,	" " "	.45 "
4-13-25	L. F. Timmons,	" " "	.45 "
4-8-25	Milton Doughty,	" " "	.45 "
4-13-25	Geo. B. Torgenson,	" " "	.45 "
4-13-25	Charles Anderson,	" " "	.45 "
4-14-25	John Farcio,	" " "	.45 "
4-14-25	Fred Tries,	" " "	.45 "
			.45 "

Increase

5-16-25 Norman F. Rigor, Asst. Civ. Engr. $165. to $175. mo.

Discontinued Employment

4-30-25 J. Lester Silvers, Maintenance Inspector, Resigned.

Detours-Route 8

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the adoption of the following detour for Route 8, Section 6, Newfoundland-Stockholm Section:

> BEGINNING at the intersection of Route 8 and the Milton-Newfoundland Road in Newfoundland, running thence (1) over the Milton-Newfoundland Road a distance of 2.40 miles to its intersection with Oak Ridge Reservoir Road: thence (2) over the Oak Ridge Reservoir Road a distance of 1.90 miles to Route 8.

Maintenance Materials-State Highway

State Highway Engineer Sloan reported to the Commission that bids had been received on April 27th fo the furnishing of various maintenance materials for State Highways to be used in 1925, and he presented the recommendations of the Superintendent of Maintenance for award of contracts to the lowest bidder, and he recommended that the same be approved by the Commission. In this connection, Superintendent of Maintenance Muir called attention to the fact that there was provided in this estimate an amount of repair materials for the section between Rahway and Perth Amboy, which was put into the construction program at this meeting.

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On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the award of contracts for the furnishing of materials as follows, in accordance with bids submitted, award being made in each case to the lowest bidder, and it being understood that the Commission does hereby strike out from the contracts those repair materials which have been scheduled for use on Route 4 between Rahway and Perth Amboy.

Bituminous Concrete FA-BC-1, Amiesite or S.A.

1125	tons	FA-BC-1 and	
47	"	Sheet Asphalt, in place, to Union Paving Co.	$26,533.50
360	"	FA-BC-1, in place, to Utility Const. Co.....	8,280.00
245	"	FA-BC-1, and	
30	"	Sheet Asphalt, in place, to Standard Bitulithic Company..........	8,245.00
6942	"	Amiesite, on job, to North Jersey Amiesite Company............	69,699.75

Tar X, or U3

8888	gal.	Tar, Grade U3, f.o.b. plant and application, to Theodore Tobish at.................	1,244.32

Asphalt - Grade LK

33,299	gal.	Asphalt, Grade LK, f.o.b. plant and application, not including freight, to Asphalt Service, Inc. at......................	4,412.11
18,858	"	Asphalt, Grade LK, f.o.b. plant and application, not including freight, to Good Roads Co.Inc. of Phila. at.............	2,470.41
70,615	"	Asphalt, Grade LK, f.o.b. plant and application, not including freight, to Theodore Tobish, Trenton, at..........	9,144.66
119,723	"	Tar, Grade UB, f.o.b. plant and application, not including freight, to Theodore Tobish, Trenton, at..........	14,321.18
51,765	"	Tar, Grade B, f.o.b. plant and application, not including freight, to Dosh-King Company, Montclair....................	6,754.90
38,944	"	Tar, Grade B, f.o.b. plant and application, not including freight, to the Barrett Company of New York....................	5,476.71

Asphalt Cement Emulsion

350	gal.	Asphalt Cement Emulsion, delivered to Zone 7, to Barber Asphalt Company, in a net amount of award of..................	52.40
68,300	"	Asphalt Cement Emulsion, delivered into all zones, to Headley Good Roads Co. of Phila. in a net amount of award of.....	9,597.93

Asphalt Cement, Grade O.A-4

6,000	gal.	Asphalt Cement, Grade OA-4, delivered in various zones, to Atlantic Refining Company at a total of................	721.00
50,550	"	Asphalt Cement, Grade OA-4, delivered in various zones, to Standard Oil Company at a total of................	5,721.65

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Crushed Slag, Dustless Screenings

2,580	tons	Crushed Slag, awarded to Philadelphia Slag Company at $1.10 per ton............	$ 2,838.00
210	"	Crushed Slag, Wharton Plant, Duquesne Slag Products Co. at $1.25 per ton.......	262.50
1,944	"	Crushed Slag, Catasauqua Plant, Duquesne Slag Products Co. at $1.00 per ton..	1,944.00
1,995	"	Crushed Slag, Bethlehem & Hokendauqua Plants, National Slag Company, at $1.00 per ton......................	1,995.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission adjourned at 7:00 P M. to meet in regular session on Tuesday, May 5th, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - May 5, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, May 5, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman; Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Invitation.

Commissioner Kidde directed attention to the matter of the Annual Dinner of the Association of Freeholders, being held this day at Salem, and moved that a telegram be forwarded to the President of the Association expressing regret that the Commission could not be with them on account of its regular meeting date, and extending best wishes, and advising that the Commission has pleasant recollections of their last year's annual dinner and sends greetings for the success of this one. This was seconded by Mr. Stewart and adopted.

Trolley Tracks-
Route 5, Madison - Chatham.

The Secretary presented a communication from Assistant Attorney General Coulomb, advising that he is writing to the receivers of the Morris County Traction Company, requesting that they petition the Federal Court for an order directing repairs to the trolley track area through Madison and Chatham, since this would secure better results than if application was made by the State direct to the receivers.

State Highway Engineer Sloan explained to the Commission that Mr. Schultz, General Manager of the Morris County Traction Company, was in the office on May 4th and advised that the Traction Company is willing to make the repairs in the necessary track area through Madison and Chatham, but through the Borough of Madison a number of utility openings had been made, which, under the franchises, should be repaired at the expense of the town. Mr. Schultz suggested that the trolley company would submit a proposition whereby a permanent pavement could be placed in the track area, the trolley company to pay for new track material and share in an amount equivalent to the maintaining of a macadam pavement.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer with the provision that this action is not in any case a waiver of the State's rights as against the Town of Madison for its share of the cost.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Borough of Madison be advised that directions have been given to the trolley company for the repair of the trolley track area through the Borough and that the Borough has a contract obligation to replace the pavement which has been torn up on account of utility installations.

Route 9, Bloomsbury

Senator David Agans of Hunterdon County appeared before the Commission and made protest against the action as taken on Route 9 through Bloomsbury. He represented the people who were in favor of going through the main street of the town and argued on this basis.

The State Highway Commission informed Senator Agans that its decision in the matter was final, due to reasons furnished by the Engineering Division. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Clerk of Bloomsbury be advised of the appearance of Senator Agaisn, and also that he be furnished with an outline of the reasons on which the Commission determined to adopt a straight line for this section of Route 9.

Grade Crossings -
Route 9, Cranford.

The Secretary presented a communication from the State Board of Public Utility Commissioners, advising that that Board has received a request from Alfred A. Stein, Counsel for the Town of Cranford on Route 9, that the Commission be invited to the public hearing to be given by the Utility Commissioners for the elimination of a grade crossing on Union Avenue, Cranford, same to be held on Thursday, May 21st at 11:00 A.M. Daylight Saving Time. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Stewart be named to appear at this hearing in order to urge a prompt decision on the matter so that the work may be proceeded with.

Offices

The Secretary presented a communication received from the Elizabeth Trust Company, advising that representatives of the State

Highway Department have inquired for office space and the bank desired to know for what length of time these rooms are required by the State. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the Secretary advise that these rooms will be required for at least a year for Department offices.

Complaint-Route 16, Section 6A.

The Secretary presented a communication from Construction Engineer Bedwell to the State Highway Engineer on the survey made of the conditions existing on Route 16, Section 6A, which had been complained of in a letter received from Colonel F. S. Taintor of Bernardsville. Mr. Bedwell advised that the only noticeable wear on the pavement was a slight sealing at Olcott Square, which is not continuous and may have been caused by the fact that the road was finished late in the fall and the finishing operation caused an excess of laitance on the surface. It was also advised that this was considered a 99% contract and that with the requirement for broom finish on all 1925 contracts it is hoped that this scale effect will be greatly obviated. On motion by Mr. Jelin, seconded by Mr. Kidde, the report was ordered received and placed on file.

Request for Hearing-Ocean County

The Secretary presented a communication from the Ocean County Board of Freeholders requesting an opportunity for a hearing on the matter of the request as made by the Board for aid in the reconstruction of the Lakewood-New Egypt Road. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this request be placed on file for consideration at some future time.

Route 4, Navesink River Bridge

The Secretary presented a communication from the Jersey Central Power & Light Company, addressed to Chairman Scott, with reference to a bridge across the Navesink River on Route 4, which is now being rebuilt by the State. The Company advised that they now had a trolley bridge across the river adjacent to the highway bridge and that their company agreed to allow the State Highway Department the use of this bridge for construction purposes on condition that they would remove the same upon completion of the work and allow the Jersey Central

Power & Light Company the rights on the new bridge for wires. They also advised that on approaching the Engineer of the State Highway Commission they find that they do not wish to concede the privilege of carrying the high voltage electric wires along the new bridge. They requested that the Commission make some definite decision on this matter at the earliest possible time. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for investigation and report.

Route 4, Cleveland Avenue Extension-Perth Amboy

The Secretary presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, transmitting a form of agreement which has been drafted to be entered into by the State Highway Commission and the City of Perth Amboy for the construction of Route 4, Cleveland Avenue Extension. He advised that a copy of this had been forwarded to the city officials who have held a conference on the same. The Secretary then read this form of agreement. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the form of agreement as drawn up by Assistant Attorney General DeVoe, subject to the approval of the State Highway Engineer and a modification which will permit the State Highway Commission to control any modifications in the plans and specifications as it may deem necessary from time to time.

Proposed New Routes; Request for Hearing-Camden Co.

The Secretary presented a communication from Assemblyman Knight of Camden County, requesting a hearing for some time in the near future on the matter of the Black Horse Pike. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Mr. Knight be notified that the State Highway Commission was given no funds at the last session of the Legislature which would permit the taking over of any additional routes at this time and for this reason it was not felt that any public hearing could receive favorable consideration at this time.

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Trees-Route 4.

The Secretary presented a communication from Major Leon Berry, County Counsel for Ocean County, protesting against the proposed removal of trees through West Creek on Route 4 construction. The Secretary advised that Judge Berry was present at this time. On motion, duly seconded, a hearing was granted. Judge Berry appeared and advised that he was very much interested in the development of Route 4, but he felt that a number of highly desirable trees were being sacrificed through West Creek. He stated to the Commission that he believed that with the exception of two or three trees, they are all outside the thirty-foot lines, and for this reason he was at a loss to know why they were being removed.

Commissioner Stewart advised that the Commission had attempted at the last Legislature to have a bill passed which would give the Commission discretionary powers as to width of highways through municipalities where trees existed in order that the same might be spared were it deemed desirable. However, the Commission was bound by an opinion of the Attorney General, which he presented and read for Judge Berry, which advised that it was mandatory upon the State Highway Commission to have a clear unobstructed roadway of thirty feet, and if trees were the obstruction the same would have to be removed.

Judge Berry stated that he would be willing to have this matter tested in the court to determine whether in view of the paving of only twenty feet of the highway it is necessary to remove the trees within thirty feet. No definite action was taken at this time.

The Schedule of Business was next taken up, item by item as follows, with the recommendations of the State Highway Engineer:

Route 5, Bridge at M.P. 20.0

There was reported completed the bridge at M. P. 20.0 on Route 5. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the same be referred to Commissioner Kidde for final inspection prior to acceptance.

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Route 5, Bridges at M.P. 0.2,1.4 & 2.0

There was reported the completion of bridges at M. P. 0.2, 1.4 and 2.0 on State Highway Route 5, Section 11. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that this matter be referred to Commissioner Kidde for inspection and report.

Route 4, Bass River Bridge

There was reported the completion of the Bass River Bridge on Route 4 at M. P. 13.9. On motion by Mr. Stewart, seconded by Mr. Kidde, same was referred to Commissioner Jelin for final inspection prior to acceptance.

Route 6, Section 16

State Highway Engineer Sloan reported the receipt of only one bid after regular advertisement for the construction of Route 6, Section 16, Broad Street, Woodbury, and he recommended that in view of the fact that this particular work was very short and through a built-up section that award should be made to the low bidder, the Union Paving Company, at $36,622.50. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award for the construction of Route #6, Section #16, Broad Street, Woodbury, to the Union Paving Company at their's the lowest bid received in the amount of $36,622.50 and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 2, Section 7

Plans and specifications were reported completed for the construction of Route 2, Section 7, South Broad Street, Mercer County, and advertisement was recommended. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of South Broad Street, Mercer County, and

> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route 8, Section 6

Plans and specifications were reported completed for the construction of Route 8, Section 6, Newfoundland-Stockholm, and advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED that the State Highway Commission does hereby approve plans and specifications for the construction of Route 8, Section 6, Newfoundland-Stockholm, and

> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement after approval by the State Highway Engineer.

Route 15, Fishing Creek Br. & West Creek Br.

Plans and specifications were reported completed for the construction under one contract of the following two bridges on State Highway Route 15; bridge over Fishing Creek, Route 15, Section 8, at M. P. 44.0, Cape May County, and bridge over West Creek, Route 15, at M. P. 24.7, Cumberland County and Cape May County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a bridge over Fishing Creek on Route 15, Section 8, at M. P. 44.0 in Cape May County, and for a bridge over West Creek on Route 15 at M. P. 24.7 in Cumberland and Cape May Counties, and

> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route 20, Section 1.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved an agreement with the Borough of Clayton and authorized the Chairman's signature covering extra width and construction of Route 20, Section 1, Clayton-Glassboro section.

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Route 1, Section 8, Drain

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved a form of agreement, covering an easement prepared by the Pennsylvania Railroad Company, granting the right to the State Highway Commission to construct and maintain a drain over lands of the United New Jersey Railroad and Canal Company on Route 1, Section 8 at Rahway, at an annual rental of $12.00 .

Right of Way-Route 3

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 11, Berlin-Hammonton section:

Parcel No.		Consideration
23	Frank Rescigno	$ 5.10
23A	Rafaelo Rescigno	77.00
26	Felice DeLaurentis	35.00
28	Antonio Parzanese	43.80

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 3, Section 12, Egg Harbor-Hammonton section:

Parcel No.		Consideration
95	Alex Jaeger	$ 7.95
249, 251	Heirs of George Elvins, plus removal of trees	1.00 each parcel
253	Wilbur F. Shinn, plus removal of trees	1.00
258,260,260A	Heirs of George Elvins, plus removal of trees	1.00 each parcel

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel 64 on Route 3, Section 13 from Leopold E. F. Toboldt, for the consideration of $13.00.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #14 on Route 4, Section 28-A, Waretown-Forked River section from James G. Letts for the consideration of $20.00.

Right of Way-Route 7

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 7, Section 4, Colts Neck-Jerseyville section:

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Parcel No.		Consideration
4	Jessie M. McCormick	$ 96.00
6	Mrs. J. C. Barker	100.00
11,11A	William Borden Estate	32.00
22,22A,22B	Joseph Hyland et als	60.00
28	Board of Education, Howell Twp. Monmouth County	1.00

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel 8A on Route 14, Section 8, Swainton-Ocean View, from the Board of Education, Middle Township, Cape May County, for the consideration of $10.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 9, Ocean View-Seaville section:

Parcel No.		Consideration
23	Isidore Boyarsky & Leon Boyarsky,	$ 17.80
28	Griffith Gandy, Plus the obligation to pay for cost of replacing fences and hedges at such time as the State may want same removed.	5.40

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #20 on Route 14, Section 10, Seaville-Petersburg, from the Atlantic City Railroad Company, for the consideration of $5.00 by quit claim deed.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel 49B on Route 14, Section 11, Petersburg-Tuckahoe section, from Anna Smith for the consideration of $3.50

Right of Way-Route 20.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 20, Section 1, Glassboro-Clayton:

Parcel No.		Consideration
1	E. Stultz Pierce and Wife,	$ 1.00
3	Wm. Lanning and Wife,	1.00
10	Alice D. Ferrell and Husband,	56.00
12	Paul H. Delaney and Wife,	1.00
15	J. Howard Crane and Wife,	1.00
16	Archibald Porch and Wife,	175.00
17	Silas Chance,	1.00
37	Samuel Scott and Wife,	60.00
45	Chas. H. DuBois and Wife,	125.00
46	Carl A. Blomberg and Wife,	1.00
47	Henrietta Mathews and Husband,	1.00

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Parcel No.		Consideration
48	John S. Waters and Wife,	$ 1.00
49	Geroga S. Ivans,	1.00
50	George M. Beatty and Wife,	1.00
52	Harry W. Banks and Wife,	1.00
53	James M. Simpson (wifower),	50.00
55	Helen Batchelor and Husband,	1.00
56 & 56A	Albert Brown (widower),	9.00
57	William Grupp and Wife,	100.00
59	Silas Formosa and Wife,	1.00
62	Calvin Usinger and Wife,	1.00
64	Emile Kuntzman and Wife,	15.00
70	Thos. T. Townsend and Wife,	1.00
87	Stella L. Pierce,	1.00
30	W.B. and Estella Currington (his Wife),	1.00
		35.00

Abandonment-Route 12

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution for the abandonment of five portions of State Highway Route 12, Section 7, Stephensburg-Hackettstown, which were eliminated by a change in the line of construction:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 12 from Paterson to Phillipsburg, by way of Little Falls, Pine Brook, Parsippany, Denville, thence over Route 5 to Budds Lake, thence to Washington and Broadway, and

WHEREAS, in the construction and improvement of the said State Highway Route 12, Section 7, Stephensburg to Hackettstown, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc. and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that certain portions of State Highway Route 12, Section 7, as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route 12, Section 7, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.

Portion #1

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new northerly right of way line of Route 12, Section 7, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 300 plus 09; thence along the center line of the old road, its various courses and distances to a point in the said new northerly right of way line of Route 12, Section 7, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 309 plus 30.

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Portion #2

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new northerly right of way line of Route 12, Section 7, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 335 plus 55· thence (1) in a northerly direction a distance of two hundred fifteen (215) feet more or less to a point; thence (2) in a northeasterly direction a distance of eighty-four (84) feet more or less to a point; thence (3) in an easterly direction a distance of three hundred sixty (360) feet more or less to a point in the new northerly right of way line of Route 12, Section 7, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 341 plus 94.

Portion #3

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route 12, Section 7, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 447 plus 05: thence (1) in an easterly direction for a distance of one hundred ninety-five (195) feet more or less to a point; thence (2) curving to the left for a distance of one hundred thirty-six (136) feet to a point; thence (3) in an northeasterly direction for a distance of two hundred (200) feet more or less to a point; thence (4) still in a northeasterly direction for a distance of five hundred eighty four (584) feet more or less to a point; thence (5) curving to the left for a distance of sixty (60) feet more or less to a point; thence (6) in a northerly direction for a distance of one hundred fifty-five (155) feet more or less to a point: thence (7) curving to the left for a distance of sixty-one (61) feet to a point in the new southerly right of way line of the new road as constructed, said point being measured thirty-three (33) feet normally from the center line of the new road at about Station 461 plus 01.

Portion #4

Beginning at a point in the center line of the old road as taken over, where the same is intersected by the new right of way line of Route 12, Section 7, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 462 plus 14; thence (1) curving to the right for a distance of two hundred eighty (280) feet more or less to a point in the said new northerly right of way line, said point being measured thirty-three (33) feet from the center line of the new road as constructed at about Station 464 plus 15.

Portion #5

Beginning at a point in the center line of the old road as taken over, where the same is intersected by the new southerly right of way line of Route 12, Section 7, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 466 plus 49; thence (1) in an easterly direction for a distance of one hundred fifty-five (155) feet more or less to a point; thence (2) still in an easterly direction for a distance of two hundred twenty-three (223) feet more or less to a point; thence (3) curving to the

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left for a distance of ninety-one (91) feet more or less to a point thence (4) in a northeasterly direction for a distance of four hundred sixty-nine (469) feet more or less to a point in the said new southerly right of way line, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 475 plus 70.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Warren County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over January 15, 1920, lying outside the limits of the acquired Right of Way of the new road as constructed between Station 300 plus 09 more or less and Station 475 plus 70 more or less, as shown on plans attached hereto and on file in the office of the said State Highway Commission at Trenton, New Jersey.

Taking over State Highways-
Route 9, Bloomsbury-Asbury

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the adoption of the following resolution taking over for improvement and maintenance Route 9 between Bloomsbury and Asbury in Warren County.

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those highways designated by the Act to be taken over as State Highways.

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey, that the following described road be and the same is hereby taken over as a part of State Highway Route 9 according to the statute in such case, made and provided, viz:

Beginning at a point in the center line of the road between Bloomsbury and Asbury, on the North side of the Musconetcong River, said point being the intersection of the said center line and the easterly right of way line of Church Street; thence along said road in a northeasterly direction its various courses and distances to the boundary line between the Township of Greenwich and the Township of Franklin, Warren County;

RESOLVED FURTHER that the proper authorities of the Township of Greenwich be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute part of State Highway Route 9 and that this Commission will be responsible for the improvement and maintenance of the above described road.

BE IT FURTHER RESOLVED that the Township of Greenwich be requested to file with the State Highway Commission within thirty (30) fays of the date hereof, any agreement or copies of franchises they may have with any public utilities or any other company, firm, individual or corporation, effecting the construction, maintenance, or use of the above described road.

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Route 5, Section 15A

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the request of P. Camillo & Co., contractors on Route 5, Section 15A, Milburn Avenue, Irvington, to sublet sewer work to Joseph Miele and the excavation to Decker and Canning.

Amboy Bridge-New

State Highway Engineer Sloan presented to the Commission Change of Plan #24 and Supplemental Agreement #6 providing for the payment of certain claims of the contractors for the construction of the Amboy Bridge, concerning piling, etc. on which the contractor had written a letter advising that this should not preclude any further payment on account of extra work which might be necessary.

The State Highway Engineer advised that the order as drawn covered the payment in full for all extra work of whatever nature in connection with the foundations of the bridge, and he recommended that the same be approved. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the order as drawn be approved.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

4-23-25	Charles Oliver, Jr.	Junior Inspector	$135.00 mo.
4-27-25	Charles E. Brown,	Designer	235.00 "
4-20-25	A. H. Anderson,	Senior Draftsman	175.00 "
4-20-25	Chas. E. Osterbloom,	Structural Drfts.	175.00 "
4-15-25	Chas. Laube,	Bridge Designer	200.00 "
4-16-25	Walter L. Lewis,	Garage Asst. @ Shovel Operator @	.55 hr. to 150.00 mo.
5-1-25	R.C.Wagner,	Engr. Drfts. @ Jr. Inspector @	120.00 " to 125.00 "
4-22-25	Fred Redgway,	Motor Truck Driver	.55 hr.
4-16-25	Russell Langin,	" " "	.45 "
4-27-25	Irving Grant,	" " "	.55 "
4-23-25	George Buddy,	Garage Assistant	.45 "
4-22-25	Russell Melvin,	Motor Truck Driver	.45 "
4-15-25	George Lewis,	" " "	.45 "

Increases

5-1-25	C. G. Cramp,	Junior Inspector	$125. to	$135.mo.
6-1-25	P. J. O'Brien,	" "	125. "	135. "
5-1-25	C. G. Krueger,	Asst.Civ.Engr.	165. "	185. "
5-1-25	Harry Doolittle,	Bridge Detailer,	165. "	175. "
5-1-25	Juan A. Delgado,	" Designer,	250. "	265. "
5-1-25	Samuel Cohen,	" "	200. "	250. "
5-1-25	A. E. Hill,	Ch. Br. "	275. "	310. "

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Discontinued Employments

4-23-25	Philip Capano,	Gravel Patrolman,	Resigned
4-20-25	John F. Jones,	Junior Inspector,	"
4-15-25	Andrew Zahn,	Cost Clerk,	"
4-30-25	M. L. Pitman,	Gravel Patrolman,	"
4-30-25	Maurice Gandy,	Bridge Tender,	"
5-1-25	H. L. Henderson,	Assistant Civ.Eng.	Leave of Absence

In connection with these employments the Secretary explained that there were resubmitted the names of three non-citizens whose appointments were held up at the last meeting, with the advice that information had been received from the Civil Service Department that these men could continue in a temporary capacity until regular eligible lists could be established.

4-20-25	A. H. Anderson,	Sr. Draftsman,	$175.00 mo.
4-20-25	Chas. E. Osterbloom,	Struct. Drfts.	175.00 "
4-15-25	Chas. Laube,	Bridge Designer,	250.00 "

Township Aid-Camden County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment on Fleming Turnpike, Winslow Township, Camden County, Township Aid.

Township Aid-Somerset County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment on the Clairmont-Post-Kunhardt Road, Section 2, Borough of Bernardsville, Somerset County, Township and Borough Aid, said acceptance and approval carrying an extension of time to December 8, 1924.

Township Aid-Cape May County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved acceptance and final payment on Stephen's Island Road, Dennis Township, Cape May County, Township Aid.

Township Aid-Somerset County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the Township Aid force account agreement on Shultz-Stone House Village Road, Bernards Township, Somerset County, Township and Borough Aid.

Township Aid-Burlington County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the final force account statement on the Chambers Corner-Jobstown Road, Springfield Township, Burlington County, Township Aid.

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Extension of Time, Mercer County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the extension of time to June 15, 1925, for the completion of the old York Road, Hamilton Township, Mercer County.

River Road, Nutley;
Motor Vehicle Aid-Essex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Essex County Board of Freeholders on River Road, Nutley, Essex County, Motor Vehicle Aid work.

Tonnelle & Manhattan Avenues;
Motor Vehicle Aid-Hudson County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Hudson County on the improvement of Tonnelle Avenue and Manhattan Avenue, Hudson County, Motor Vehicle Aid, work.

Motor Vehicle Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Motor Vehicle Aid schedule and agreement for Mercer County, 1925 work.

Maintenance Materials-Middlesex Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved specifications for maintenance and repair materials for use in Middlesex County during 1925.

Maintenance Materials-Passaic County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the request of Passaic County for a reduction in the award of 250,000 gallons of Tarvia "B" by 60,000 or 75,000 gallons, and for an increase in the amount of Light Hot Oil from 10,000 gallons to 70,000 or 85,000 gallons.

Request for Aid-Hunterdon County

There was presented a communication from Hunterdon County requesting aid on the West Portal-Bristol Corner Road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Hunterdon County Board of Freeholders be advised that the Commission has no funds which it can allot for this project.

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Rejection of Bids-Ocean County, Maintenance Materials " "

There was presented a report of bids received by Ocean County for Calcium Chloride treatment to gravel roads in the County, in which it was explained that there were but two bids and that the County had rejected the same. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the action of Ocean County in rejecting bids for Calcium Chloride be approved and confirmed.

Maintenance Materials-Atlantic Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award by Atlantic County for tar treatment to various roads in the County.

Transfer-
Township Aid-Atlantic County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the request of Weymouth Township Committee, Atlantic County, for transfer of $989.12 balance to the credit of the County from the Buena-Tuckahoe Road to Cumberland Avenue in the same Township.

River Road, Section 1,
Motor Vehicle Aid-Mercer County

There was presented a resolution adopted by the Board of Freeholders of Mercer County, advising that following recommendations made by the County Engineer, the request is made on the State Highway Commission to reserve the allotment previously made for the reconstruction of River Road, Section 1, until such time as the temporary repair and maintenance of said Section 1 shall determine that it is advisable to reconstruct this section of River Road in its entirety.

State Highway Engineer Sloan recommended to the Commission that the allotment of $25,000.00 as made to Mercer County, be withdrawn in order that the County may follow the advice of the County Engineer.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the resolution be placed on file and that the State Highway Commission withdraw the $25,000.00 Motor Vehicle Aid as given for aid on the River Road, Section 1, Mercer County, and that the Board of Freeholders of Mercer County be requested to renew their application when the reconstruction of this road is to be taken up, at which time the application should receive favorable consideration from the Commission. This was seconded by Mr. Stewart and adopted.

Maintenance Materials-Salem County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Salem County for sand to cover the SCO on County Roads.

Maintenance Materials-Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the advertisement by Cape May County for additional lignin binder to be applied on the Belle Plain & South Dennis Roads, in accordance with the specifications previously approved.

Route 1, Grove St. Widening, Jersey City

There was presented a communication from F. J. Radigan, Hudson County Engineer, in which he advised that at the last meeting of the Board of Freeholders of Hudson County, the proposition of the widening and extension of Grove Street, Jersey City, to connect with the Paterson Plank Road, was considered, and in view of the fact that the County has many obligations, the Board has determined that it cannot undertake the proposed improvement as a county improvement on the basis of receiving $40,000.00 from the State. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Route 8, Mountain View Grade Crossing

There was presented a communication from the Independence Indemnity Company of Philadelphia, to Major Sloan, advising that the bonding company has arranged for the completion of the contract on Route 8, Mountain View Grade Crossing elimination, Passaic County, by the Arthur A. Johnson Corporation, and work would be started on May 5, 1925. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Right of Way-Route 10

The Secretary presented a communication from Wendall J. Wright, Attorney in the matter of the property acquired from the Palisade Realty and Amusement Company on Route 10 in the Borough of Fort Lee, which was acquired by condemnation proceedings in 1921 and on which no check had been issued until January 18, 1924, and paid into Chancery, September 8, 1924. Mr. Wright now claims interest from January 29, 1921 to the date of the filing of the condemnation petition September 8, 1924, when the payment was made in Chancery. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this interest be paid at the normal rate of interest allowed by the Court of Chancery.

Route 4, Cooper River Bridge.

There was presented a communication from the Mayor of Red Bank and the Township Clerk of Middletown Township, requesting the construction of sidewalks or footpaths in connection with the detour to be used during the construction of the Cooper River Bridge, and there was also presented an estimate in the sum of $3,772.00 for this work.

State Highway Engineer Sloan recommended that these footpaths be not constructed. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this application be denied on the ground that the Commission has no power to build sidewalks or footpaths.

Scales

There was presented a communication from Commissioner W. L. Dill, recommending that a scale be placed on Route 10 at Edgewater. State Highway Engineer Sloan recommended that the scale now located at Dundee Lake be moved to this point. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was unanimously adopted.

Extension of Time-
Pompton River Bridge, Route 8

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an extension of time of thirty working days to James Mitchell, Inc. contractors for the Pompton River Bridge on Route 8.

Insurance

There was presented a communication from the Superintendent of Plant and Equipment, calling attention to the fact that up to this time no fire insurance has been placed on the State Highway Garages at Trenton and Fernwood. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the State House Commission be forwarded this information and requesting advice as to what obligation is upon the State Highway Commission to provide for this insurance.

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Route 20, Millville.

The State Highway Engineer presented a detailed estimate of cost of the proposed extension of Route 20 through Millville, in which he advised that there would be needed an additional set up of $25,000.00 toward this work. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the report be accepted and filed and that an additional set up of $25,000.00 be allowed.

Right of Way-Crescent Boulevard

Commissioner Jelin reported that following authorization he had visited the Odlen property on the Crescent Boulevard at Camden and he would report that the State was receiving very favorable consideration at the hands of this property owner and he would recommend the purchase of the property at the agreement price of $40,000.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the report be accepted and that the purchase be made as soon as possible.

Route 4, Section 20A.

Commissioner Jelin reported the inspection and moved the acceptance of Route 4, Section 20A, Manasquan Grade Crossing section. This was seconded by Mr. Stewart and adopted.

The Commission then went into conference on the matter of the Erie Railroad hearing to be held at the State House before the Legislative Investigating Committee on May 6th. The meeting was adjourned at 8:00 P.M. to meet in regular session on Tuesday, May 12, 1925, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - May 12, 1925.

A regular meeting of the State Highway Commission was held in the Commission rooms, Broad Street Bank Building, Trenton, Tuesday, May 12, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 1, Extension, Jersey City

The Secretary presented a telegram from Senator Wm. H. Bright, Chairman of the Joint Investigating Committee on State Affairs, expressing his appreciation to the State Highway Commission for the results accomplished toward the solution of the Erie Railroad problem on Route 1, Extension, Jersey City. On motion by Mr. Jelin, seconded by Mr. Stewart, the telegram was ordered received and placed on file.

The Secretary presented a communication from Mr. R. C. Falconer, Assistant to the President and Chief Engineer of the Erie Railroad Company, addressed to Chairman Scott, requesting the State Highway Commission to advise of its conclusions concerning the suggestion for an amicable settlement of the differences with the Erie Railroad Company in order that whatever agreement is possible may be consummated at the earliest possible moment so as to justify the suspension of the litigation now pending in the courts. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication from Mr. Falconer was ordered received and held for consideration later in the day.

The Secretary announced that Judge Mark Sullivan, Special Counsel on the matter of the Erie Railroad right of way, on Route 1, Extension, was in the office to discuss, in conference, concerning the form of agreement to be entered into. The Commission then went into conference with Judge Sullivan, and Assistant Engineer Lavis. Following this conference, which lasted over three hours, the Commission, through its Secretary, then informed the press that careful investigations had been made of the economic and financial problems involved, and had directed Judge Sullivan to prepare a form of agreement to be presented to the Erie Railroad Company, which would place the highway on Twelfth Street, and safeguard the interests of the public.

Following this conference, the Commission recessed for luncheon, at 1 P. M., to meet in regular session at 2:30 P. M. The Commission reconvened at 2:30 P. M. with the same members as at the morning session.

Right of Way, Route 1. Extension

The Secretary presented a communication from Attorney General Katzenbach transmitting a bill from Edward McDermott for professional services rendered as expert in preparing evidence and testifying on the Bowen condemnation on Route 1, Lincoln Highway Section, in the amount of $ 1,000.00. On mtion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission moved that the bill of Mr. McDermott be returned to the Attorney General in order that he may certify as to the propriety of this bill and recommend same to the Commission for payment.

The Secretary also presented a bill from J. F. Gannon, Jr., for professional services rendered in the condemnation proceedings of James R. Bowen property, together with conferences with Judge Sullivan of the Attorney General's Department in the amount of $700.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that this bill be forwarded to Judge Sullivan for his recommendation as to its propriety for payment.

Signals & Signs, Route #16

The Secretary informed the Commission that he had been visited by Col. F. A. Taintor of Bernardsville, together with Mr. J. Dryden Kuser, who had given him information which they desired to convey to the State Highway Commission, namely; that on Route #16, at Blaziers Corner there is a dangerous condition existing which should be safeguarded by a mushroom signal light; also that there were certain intersections with Route #16 in connection with the construction of entrances which required attention, this referring especially to the Bank Corner, Meeker Road, Mt. Harmony Road and Quimby Lane. Attention was also called by this Committee to the need for signs at Olcott Square in Bernardsville. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission moved that Col. Taintor be advised that it is against the policy of the Commission to approve any lighting devices within the paved width of the road, but that if it is their desire to install an overhead signal the Commission will be glad to give some consideration.

The Secretary informed the Commission that the Commission sometime ago had informed Bernardsville that it was proposed to install proper signs at Olcott Square as soon as the same could be attended to

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that this matter be referred to the State Highway Engineer for proper attention.

Request for Hearing, Salem County

The Secretary presented a communication from Senator Borton of Salem County, requesting that the State Highway Commission grant a hearing to a Committee appointed for the consideration of the improvement of the Harding Highway. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the said hearing be granted, same to take place on Tuesday, May 26th, if convenient to the Harding Highway Committee.

Right of Way, Route #8

The Secretary presented a report from Assistant Attorney General DeVoe advising that the Condemnation Jury had tried the appeal on the Forsburg condemnation on Route #8 at Mountain View, and has brought in a verdict of $17,742.50 which expressed a saving of $253.32 over the previous award. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the report be received and that settlement be arranged with the Forsburg property owners upon the basis of the jury award and that the same be paid.

Right of Way, Amboy Bridge Approach

The Secretary presented a report from Assistant Attorney General DeVoe advising that the Condemnation Commissioners had awarded $1,025.00 to Wm. S. Whitworth for property on Route #4 at Sayreville, needed as part of the approach to the Amboy Bridge on the South Amboy side. He advised that the State's witnesses had valued the land at $1,000.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the award of the Condemnation Commissioners be approved and payment be made to Mr. Whitworth.

Right of Way, Route #2.

There was presented a report from Mr. DeVoe in the matter of award made by the Condemnation Commissioners sitting as an Arbitration Board on the value of property taken from John A. Church, who was a tenant on the John A. MCBride property on Route 2, and he recommended that the award of $462.50, as made to Mr. Church, be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the award of the Condemnation Commissioners to John Church be approved.

Trucks-High Point Park Road

The Secretary presented a communication from J. J. Stanton, Secretary the High Point Park Commission requesting the loan of three additional trucks for use in the maintaining of roads through High Point Park. Mr. Stanton expressed appreciation for past courtesies and stated that by this cooperation more work was accomplished last year than any other method which could be decided upon.

State Highway Engineer Sloan explained that the High Point Park Commission had used two trucks of the Department but that it was necessary to spend considerable money on their reconditioning when they were returned to the Department.

Commissioner Kidde, therefore, moved that the High Point Park Commission be advised that the State Highway Commission will be very glad, if the same are available, to rent to the High Point Park Commission three suitable trucks for its work, the rental fee to be the cost of reconditioning these trucks upon their return to the State Highway Department at the end of the season. This was seconded by Mr. Jelin and adopted.

Cooper Bridge, Route #4

The Secretary presented a telegram from Mayor Hettrick of Asbury Park requesting the Commission to defer the reconstruction of Cooper Bridge on Route #4 near Red Bank until after Labor Day, in view of the fact that the available detour is narrow and that this will deter the public from coming to Atlantic City and other seaside resorts this summer. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mayor Hettrick be advised that the State Highway Commission is using every effort to complete construction throughout Route #4 during the present year, and that in any event the construction of this work must take practically a full year, and in view of the fact that traffic must detour most of Route #4 this year, the State Highway Commission will use every effort to keep such detour safe and convenient for travel, and would suggest that residents of the shore stress the fact, if they so desire, that there are other available routes by which traffic can reach the shore other than by following Route #4 through this season.

Request–for Hearing, Burlington Co.

The Secretary presented a commuication from the County authorities of Burlington County requesting a hearing before the State Highway Commission concerning Branch Pike. On motion by Mr. Jelin, seconded be Mr. Stewart, the hearing was ordered arranged for Tuesday, May 9th.

Route #4, Perth Amboy

The Secretary presented a communication from the City Clerk of Perth Amboy advising that at the last meeting of the Board of Aldermen, instructions were directed to be communicated to the State Highway Commission advising that communications for the Board of Aldermen shall, at all times, be addressed to the City Clerk rather than to any other person.

Commissioner Jelin explained that Assistant Attorney General DeVoe had communicated direct with the City Counsel of Perth Amboy in the matter of an agreement to be entered into with the Board of Aldermen, and that this was the reason for the receipt of this communication. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file and same was directed to be accordingly followed.

Request for Aid, Ocean County

The Secretary presented a communication from the Borough of Beachwood, Ocean County, advising that trucks working on Route #4 at Beachwood have been using a main thoroughfare and this has involved a very high maintenance cost on these roads, with the request that the State Highway Commission assist in the maintenance of the above road if possible. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be acknowledged and that the Borough of Beachwood be advised that the State Highway Commission has no funds available to the Borough but it would suggest that the Borough has sufficient regulation of traffic within its power to restrict the use of those roads by heavy trucks if it is so desired, and that the State Highway Commission will, on its part, hasten the work on Route #4 to completion as soon as possible.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #4, Section #30.

There was presented the following report of bids received for the construction of Route #4, Section #30, Manahawken-Tuckerton Section, and it was recommended that award be made to the low bidder, Union Paving Company in the amount of $345,413.70.

Union Paving Company	$ 345,413.70
Michael Staub	365,391.60
Acchione & Canuso	370,577.00
Public Service Production Co	375,275.26
Sutton & Corson	381,901.98
Chas. T. Kavanagh	383,978.46
John M. Reuter	418,951.70

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED that the State Highway Commission does hereby make award of contract for the construction of Route #4, Section #30, Manahawken-Tuckerton Section to the Union Paving Company at their's the lowest bid received in the amount of $345,413,70, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #4, Bridges, M. P. 37.9& 38.5

There was presented the following report of bids received on May 11th for the construction of Route #4 Bridges at M.P. 37.9 and M. P. 38.5, and it was recommended that award be made to the Hill Construction Company low bidders in the sum of $14,332.40.

Hill Const. Co	$ 14,332.40
F. W. Schwiers Jr. Co	16,306.80
Jos. A. Felice & Antony Pinto	17,349.63
T. M. Gibbs Const. Co	17,459.17
M. Staub & Kolyn Const. Co	18,137.80
A. J. Wick & Son	24,702.80

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Bridges on Route #4 at M. P. 37.9 and M. P. 38.5 over the Middle Branch and the North Branch of the Forked River, to the Hill Construction Company at their's the lowest bid received in the amount of $14,332.40, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #5, Sections #11A & #8B

There was reported the completion of plans and specifications for the construction of the uncompleted sections of Route #5, known as Sections #11A & 8B, at Manunka Chunk and Great Meadows in Warren County, and it was recommended that the same be approved for advertisement. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of the uncompleted sections of Route #5, known as Sections #11A & 8-B, at Manunka Chunk and Great Meadows, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route #20, Section #3

There was reported the completion of plans and specifications for the construction of Route #20, Section #3 in the Borough of Westville, Gloucester County, and it was recommended that advertisement be approved. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #20, Section #3 in the Borough of Westville, Gloucester County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is hereby authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route #4, Waretown Creek Bridge,
Oyster Creek Bridge and
Forked River Bridge

There was reported the completion of plans and specifications for the construction of three concrete bridges on Route #4, as follows: at M. P. 35.3 over Waretown Creek; at M. P. 36.6 over Oyster Creek and at M. P. 37.3 over the South Branch of the Forked River, and it was recommended that advertisement be approved. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of three concrete bridges on Route #4, at M. P. 35.3 over Waretown Creek, at M. P. 36.6 over Oyster Creek and at M. P. 37.3 over the South Branch of the Forked River, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Borings, Route #1, Extension Jersey City

There was reported the completion of plans and specifications for borings necessary on Route #1 Extension between Jersey City and Newark, and recommendation was made for advertisement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for borings necessary on Route #1 Extension between Jersey City and Newark, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place necessary advertisement for the work after approval by the State Highway Engineer.

Route #1, Albany Street Bridge

State Highway Engineer Sloan reported the completion of the construction of Albany Street Bridge at M. P. 31.4 in New Brunswick, and recommended same for final inspection and acceptance. Commissioner Jelin reported that he had inspected this work within the past 24 hours and he moved that the same be accepted and final payment authorized. This was seconded by Mr. Kidde and adopted.

Route #12, Section #6

The State Highway Engineer reported the completion of Route #12, Section #6, and recommended that the same be accepted after final inspection. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that this matter be referred to Commissioner Kidde for final inspection.

Route #4, Bass River Bridge

Commissioner Jelin reported that he had inspected the Bass River Bridge on Route #4 at M. P. 13.9 and would recommend same to the Commission for final acceptance, this having been referred to him at the last meeting. On motion by Mr. Jelin, this was seconded by Mr. Stewart and adopted.

Route 1, Extension, Jersey City

State Highway Engineer Sloan presented to the Commission a plan showing the proposed alignment of Route 1 Extension between Jersey City and Newark across the Hackensack and Passaic River, and he recommended the adoption of the line marked "A" in order that application in proper form may be made to the War Department for permit for the bridge construction. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission of the State of New Jersey does hereby adopt as the line of Route #1 Extension from the Boulevard, Jersey City, Westerly to a point approximately five hundred feet (500') west of the Passaic River at Doremus Avenue in the Cityof Newark, the Route as designated or shown by line "A" on a map entitled "New Jersey State Highway Department, Route 1 Extension, Map of Jersey City, Kearney and Newark, File 4-1-3, Drawing No. J. C. 2030", which map is hereby made a part of the official record on the adoption of the alignment for the above mentioned part of State Highway Route 1 Extension. (Above Resolution filed in General File under Route 1 Extension.)

Right of Way, Route #7

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #32 on Route #7, Section #4, Colts Neck-Jerseyville Road, from Clifford G. Duryea and Margaret L. his Wife, for the consideration of $37.68.

Right of Way, Route #3

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway way Commission approved the purchase of the following parcels of property on Route #3, Section #11, Hammonton-Berlin Section:

Parcel		Consideration
14,	Rocco Olive,	$ 300.00
18,	Archibald Boardman,	10.00
18A & 16B,	Edward Boardman Estate,	73.75

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approve the purchase of the following parcels of property on Route #3, Section #12, Egg-Harbor-Hammonton Section:

May 12, 1925

Parcel		Consideration
133,	Bernhardina Charlotta Swanberg	$ 16.50
261,	Independent Volunteer Fire Co. (Quit Claim Deed)	1.00

Right of Way, Route #6

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #5, on Route #6, Section #4, Bridgeton-Shirley Section, from John Uhland for the consideration of $109.50.

Right of Way, Route #16

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $450.00 be made to Ida C. Conners for Parcel #11 on Route #16, Section #5A, Somerville to Royce Valley, and if same be refused that condemnation proceedings be entered into. This is made necessary in view of the fact that there are two appraisals of this amount on the assumption that the State will reset existing barns at an estimated cost of $800.00 and reset existing fences on a new line in addition to the prices mentioned. The owners, however, have refused to negotiate except on the basis of moving back their house, which does not encroach on the proposed right of way lines.

In this connection Commissioner Jelin suggested that an effort be made to make a compromise settlement with this owner before condemnation proceedings are started.

Maintenance Materials, Highway

State Highway Engineer Sloan presented to the Commission a report of bids received on April 27th for the furnishing of crushed stone and ¼" washed gravel and recommended that award be made as follows:

Contractor	Tonnage	Amount
Raritan Mercantile Co. Perth Amboy, N. J.	4133	$ 7,487.25
Pompton Crushed Stone Co., Bloomingdale, N. J.	3522	5,497.35
Miles Bitting Co., Allentown, Pa.	2333	3,230.16
Fanwood Stone Quarry Co. Fanwood, N. J.	17.5	29.25
Lambertville Stone Quarry Co. Lambertville,	2643	3,171.60
Utility Const. Co. New Brunswick, N. J.	1222	2,177.40
Morris Co. Crushed Stone Co. Morristown,	4150.5	5,809.30
F. R. Upton, Inc. Newark, N. J. (Bound Brook)	1065	1,278.00
" " " " " " " (Summit)	1690	2,703.70
Delaware River Quarry & Const. Co. Lambertville,	8509	13,656.77
Consolidated Stone & Sand Co. Upper Montclair,	1715	2,989.55
Belmont-Gurnee Co. North Bergen, N. J.	455	763.00
Birdsboro Stone Co., Phila., Pa.	2583	2,583.00
Generz	4840	2,904.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that awards be made in accordance with the foregoing recommendation for stone to be furnished by the various contractors as per their bids, contracts to be drawn in accordance with the bids submitted, said contractors being awarded those product on which they were the low bidders with an equal division among those contractors who were tied in any particular district.

Route #4, Cooper Bridge

State Highway Engineer Sloan presented to the Commission a report from Right of Way Engineer Meeker as to the claims made by the Jersey Central Power and Light Company for permission to install a high tension line on Cooper Bridge on Route #4 at M. P. 90.8 at Red Bank, in which report it was advised that an interview with the General Manager of the Company had elicited information to the effect that they agreed with the contention of the Commission that the Jersey Central Power and Light Company should not be permitted to carry high tension lines on poles placed upon the new highway bridge, but rather they should be carried across the river by the erection of steel towers which will take them safely out of the way. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the Jersey Central Power and Light Company be advised that the State Highway Commission cannot allow them permission to cross the Shrewsburg River on the Cooper Bridge being constructed, and that their application for such permission is denied.

Trolley Tracks, Route #5, Maplewood

There was presented an agreement to be entered into with the Public Service Railway Company for work to be performed on the trolley track area on Springfield Avenue, Maplewood, on Route #5, by which agreement the State Highway Commission will provide funds for material and work and the Public Service Railway Company does agree to repay as soon as finished in three annual installments at an interest rate of 4½%. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the entering into an agreement in accordance with the form as presented and approved by the State Highway Engineer.

May 12, 1925

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution covering the change in location of the trolley tracks on Route #5:

> WHEREAS, in order to answer public necessities and convenience and to carry out plans for the improvement of Springfield Avenue, between Forty-third Street in the Town of Irvington, and Millburn Avenue in the Township of Maplewood, County of Essex and State Of New Jersey, a distance of approximately seventy-nine hundred feet (7,900'), it is desirable that the tracks now maintained by the Public Service Railway Company on said Springfield Avenue between the points above stated, be removed and relocated from the side of said street where they are now located to the center of said street, all as shown on the map or plan hereto attached and made a part hereof, entitled "Public Service Railway Co. Department of Maintenance of Way, Proposed relocation of tracks on Springfield Ave., from Millburn Avenue, Maplewood to 43d St. Irvington" dated March 25, 1925 and numbered 20533-K.
>
> NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of New Jersey, that the said Public Service Railway Company be and it is hereby requested, directed and authorized to change the location of its street railway tracks and remove and relocate the same from the side of said Springfield Avenue between the points above set forth to the center of said Springfield Avenue, in accordance with the foregoing recital, including any necessary change in the location of poles and electrical conductors, and when said relocation shall have been done, then and thereafter the said Public Service Railway Company, its successors or assigns, so changing the location of its said tracks in accordance with this request, shall have the right to maintain and operate the same in the new location for as long period as it had the right to maintain and operate its said tracks in their former location at the time of such relocation.

Detours, Route #8

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following official detour for Route #8, Section #6, Newfoundland-Stockholm Section:

> Beginning at the intersection of Route 8, and the Milton-Newfoundland Road in Newfoundland, running thence (1) over the Milton-Newfoundland Road a distance of 2.40 miles to its intersection with Oak Ridge Reservoir Road; thence (2) over the Oak Ridge Reservoir Road a distance of 1.90 miles to Route 8.

Scales

There was presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, advising that Mr. Roedger of Metuchen, where the State Highway Department proposed to install scales, has offered a receipt for rental for a period of ten years instead of bond which was to guarantee payment of rent and he advised that he presumed the same to be more acceptable to the Commission than the bond. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the receipt for rent be accepted from Mr. Roedger in lieu of bonds as first asked.

Posters, State Highways.

There was presented a report from the Maintenance Division on the matter of posters and placards appearing within the right of way on poles and trees on State Highway Routes. On motion by Mr. Stewart, seconded by Mr. Jelin, this report was ordered received and held for later consideration.

Complaint, Route #9, Bound Brook

There was presented a report from Superintendent of Maintenance Muir on the complaint of Mr. George LaMonte of Bound Brook, in which it was advised that the work done on Mr. LaMonte's property was made necessary by the fact that a stream had started to cut a new channel and was scouring out at the northeasterly corner of the bridge on Route #9 in such a way as to seriously endanger its safety. It was recommended that this work be continued and that the two breaches in the main channel bank be closed in order to divert the stream to its original course; this additional work approximating of cost of $500.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that a copy of this report be forwarded to Mr. LaMonte with a request that he grant permission in order that the State Highway forces may go upon his land to accomplish the results desired.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following changes, additions and increases in the employments as made by the State Highway Engineer since the last meeting of the Commission:

Employed

5/25/25	Wm. A. Pfester,	Junior Engineer,	$125.00	mo.
5/1/25	Jas. C. McClymont,	Asst. Civil Engr.,	150.00	"
5/6/25	John Dresher,	Garage Assistant,	.45	hour
4/21/25	L. B. Flitcraft,	Motor Truck Driver,	.45	"
4/21/25	W. W. Wilson,	" " "	.45	"
4/21/25	F. E. Fowler,	" " "	.45	"
4/21/25	Cecil Webb,	" " "	.45	"
4/22/25	C. E. Richman,	" " "	.45	"
4/21/25	W. L. Duffy,	" " "	.45	"
4/21/25	Leon Sickler,	" " "	.45	"
5/4/25	Richard DeBow,	" " "	.55	"

5/4/25	Clifford Kent,	Motor Truck Driver,	$.40 per hour
5/1/25	Wm. Gookin,	Garage Assistant,	.50 " "
4/9/25	B. B. Hickman,	Motor Truck Driver,	.40 " "
4/9/25	Chas. Weiser,	" " "	.40 " "
4/9/25	Leon Craner,	" " "	.40 " "
4/9/25	Leonard Newman,	" " "	.40 " "
4/9/25	Edward Carlide,	" " "	.40 " "
5/2/25	Geo. Rhody,	" " "	.40 " "
4/9/25	Carl F. Gilliland,	" " "	.40 " "

Increases

6/1/25	J. J. Collins,	Jr. Insp.to Hwy.Insp.	$135. to $155. mo.
5/1/25	W. B. Gamo,	Mechanic,	$.60 to $.65 Per hour.
5/1/25	Clarence Coryell	"	.65 to .75 " "
5/1/25	T. J. Duffy,	Garage Assistant,	.40 to .45 " "
5/1/25	E. P. Lewis,	" "	.45 to .50 " "
5/1/25	Jas M. Stravick,	" "	.50 to .55 " "
5/1/25	F. A. Ryan,	Mechanic,	.55 to .60 " "
5/1/25	A. H. Dey,	"	.55 to .60 " "
5/1/25	John Rochford,	"	.65 to .70 " "

Discontinued Employments

5/7/25	John Durham,	Gravel Patrolman,	Resigned.
5/6/25	Thos. W. Stewart,	Junior Engineer,	"
5/31/25	R. H. Robson,	Bridge Const. Insp.	"
4/30/25	Kenneth Drake,	Junior Engineer,	"
5/1/25	W. J. Fitzpatrick,	Junior Inspector,	"
5/1/25	John J. McMullen,	Highway Inspector,	"

Federal Aid, Route #4, Section #28

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved Federal Aid Project Agreement #73D, Route #4, Section #28, Waretown-Forked River Cut-Off.

Federal Aid, Route #5, Section #15

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Agreement #74A on Route #5, Section #15, Farmer's Hotel-Millburn Avenue Section.

Maintenance Materials, Ocean Co.,

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Ocean County for 250 tons of Calcium Chloride in accordance with bids received on re-advertising award to be made in accordance with recommendations by the County Officers.

Township Aid, Essex County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Cedar Grove Township for Cedar Street, Essex County, Township Aid.

Rejection of Plans, Cape May Co.,

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the rejection of plans and specifications for 26th Street and Park Avenue, Wildwood, Cape May County, due to lack of funds in order that the County may proceed with this work from its own funds.

Lighting, Amboy Bridge

Commissioner Kidde reported that he had been in conference during the week on the matter of the lighting contracts for the new Amboy Bridge, as referred to him some time ago, and the Public Service representatives had advised him that two clauses in the contract as prepared would be removed, if their counsel so approves. He also stated that it would be possible to work out a system of ~~lighting~~ electric service which would insure a double supply of current from two different sources one of which could be used as a relief current when the other was out of order. No action was taken at this time, pending further report on the matter.

Maintenance Materials, Ocean Co.

State Highway Engineer Sloan again presented to the Commission the report of awards on second letting made by Ocean County for S.C.O. to be applied to County roads for 1925 maintenance, and he advised that further investigation of the prices obtained showed that they compared favorably with those obtained in other counties, and he would recommend approval by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the award as recommended.

Trees, Route #4, West Creek

State Highway Engineer Sloan informed the Commission that the plans as prepared for Route #4, through West Creek, required this road to be 40 feet in width, which would make it necessary to remove the trees within the graded width. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the plans as prepared for Route #4, through West Creek, be not changed at this time.

~~Route 12,~~ Mountain Ave., Hackettstown

State Highway Engineer Sloan informed the Commission that the section of Mountain Avenue, Hackettstown, has been marked as part of

Route #12, and has been used by traffic, but the same has not been taken over as part of the State Highway System. He also advised that this section of road has been legislated as part of a new Highway Route, and would eventually come under State control. He recommended that in view of its use now by the traffic on Route #12, the Commission take the same over for future maintenance, and, in the event it is desired to reconstruct this section, the town of Hackettstown stood ready to improve the extra width. Commissioner Kidde contended that the construction of Mountain Avenue would be carrying a State Highway into the congestion of a municipality, and would not be consistent with the policy of the Commission to avoid the towns wherever possible on the through routes. He stated that this was clearly a local improvement and should not be done until the whole route is taken over. No action was taken at this time.

Phillipsburg-Belvidere Road,
Section #2, Warren County.

State Highway Engineer Sloan presented to the Commission a further report in the matter of Federal Aid on Phillipsburg-Belvidere Road, Section #2, Warren County, and advised that the Federal Engineer is unwilling to approve the Federal Aid for this project unless arrangements are made for the elimination of a grade crossings on Greenwich Street, while it is the purpose of the County and town to build on Mansfield Street. He recommended that the State funds to the amount of $29,00.00 be substituted for Federal Aid on this section of Road. Chairman Scott questioned the wisdom of approving work that will not be approved by the Federal Government, and the State Highway Engineer explained that to follow the line recommended by the Government Engineers would involve an additional expense of $90,000. and the crossing was protected for 24 hours each day by gates and watchman. Commissioner Kidde stated that he would prefer to give additional aid to the County for the elimination of the grade crossing if there is a recommendation from the U. S. Department on this work. He suggested that the work should be delayed until next year when it may be possible to grant additional aid. Commissioner Stewart inquired as to whether any recent information had been received from the Public Utility Commission as to the relative importance of crossings throughout the State, and the Secretary advised that no such information had been received during the past year. Commissioner Stewart then moved that the matter be laid over until information has been obtained from the Public Utility Commission advising as to which crossings are scheduled for elimination during the next year and also the importance of the crossing through Belvidere. This was seconded by Mr. Kidde and adopted.

Route #18, Section #1, North.

State Highway Engineer Sloan again presented to the Commission the report of bids received on Route #18, North, Section #1, Alpine, and recommended that in view of the difficulties of the work involved, the contract be awarded to John J. McGarry, the lowest bidder, at his of $299,773.75. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission unanimously adopted the following resolution:

> RESOLVED, that the contract for the construction of Route 18, North, Section 1, Alpine, be and the same is awarded to John J. McGarry, the lowest bidder, at his price of $299,773,75, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts, after approval by the State Highway Engineer.

On motion by Mr. Stewart, seconded by Mr. Kidde, the meeting was adjourned at 6:30 P. M., to meet in regular session upon call of the Chairman.

Respectfully submitted,

A LEE GROVER,

Secretary.

MINUTES OF MEETING - May 15th, 1925

A regular meeting of the State Highway Commission was held on the Call of the Chairman, at the offices of the State Highway Commission in Jersey City, on Friday, May 15, 1925. The meeting was called to order at 10:30 A. M. by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Conference

The Commission immediately went into conference with Special Counsel Mark Sullivan on the matter of the agreement to be entered into with the Erie Railroad Company for right of way on Route #1 Extension through Jersey City. This conference was concluded at 12:30 P. M., when regular business was resumed.

Maintenance Materials, Paint.

State Highway Engineer Sloan reported to the Commission that specifications were ready for the advertisement of paint to be used on maintenance work for 1925, and he recommended that advertisement be approved by the Commission for the following quantities; 3250 gallons of ready mixed white lead paint; 500 gallons of ready mixed red lead paint and 400 gallons of ready mixed black graphite paint. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve specifications for ready mixed white lead paint, ready mixed red lead paint and ready mixed black graphite paint and does authorize advertisement, after approval as to quantity, by the State Highway Engineer.

Camp Silzer, Road Maintenance

State Highway Engineer Sloan called attention to the fact that the Governor will remove to summer headquarters at Camp Silzer at Sea Girt during the next week, and it has been the policy to treat the gravel roads about the Camp at the time of the opening of the summer headquarters. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission authorized the Maintenance Division to perform the necessary work of road treatment in Camp Silzer.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned at 1:00 P. M., to meet in regular session on Tuesday, May 19th at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER, Secretary.

MINUTES OF MEETING - May 19, 1925

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, May, 19, 1925.

Present: Messrs. Percy H. Stewart, Walter Kidde and
Abraham Jelin.

Absent: Gen. H. L. Scott, Chairman, who was in attendance at the funeral of General Miles in Washington.

Commissioner Jelin moved that in the absence of General Scott that Commissioner Stewart be named as Chairman for this meeting. This was seconded by Mr. Kidde and approved. The meeting was called to order at 10:30 A. M. by Commissioner Stewart.

Minutes approved.

Commissioner Kidde reported having read the minutes of the meeting of March 13th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde reported having read the minutes of the meeting of March 17th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Complaints - State

The Secretary presented a communication from P. J. Cooney of South Amboy, N. J., calling attention to the speeding and noise made by ~~by~~ overloaded automobile trucks with partly worn tires running on Route #4 in the vicinity of Stevens Avenue and Main Street in South Amboy. He urged that the traffic be taken off this road and outside of South Amboy in order that the City might be relieved of this heavy traffic. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be received and that Mr. Cooney be advised that the Commission will be glad to refer this matter to the State Police since it is purely a matter of traffic control at the present time.

Commendation

The Secretary presented a communication from Alonzo Brower of Avon-By-The-Sea, New Jersey, commending the Commission for the detour established on account of the closing of the Cooper Bridge and advising that it should be realized that this bridge must be closed during one construction season. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and acknowledged with thanks.

Route 1, Extension, Jersey City.

The Secretary presented a communication received by Commissioner Kidde from Mr. A. Pfitsch of Jersey City, advising that his home is Hoboken Avenue, and inquiring whether the same will be condemned for the Tunnel Highway, in order that he might have an opportunity to prepare for a new home. Commissioner Kidde moved that this communication be filed for consideration at the proper time. This was seconded by Mr. Jelin, and adopted.

Trolley Tracks, Route 5,
Madison - Chatham

The Secretary presented a communication from Assistant Attorney General Coulomb, advising that he had taken up with the receivers for the Morris County Traction Company the matter of paving between tracks in the Boroughs of Madison and Chatham, and he had received advice that this matter was being taken up direct with the Department. In this connection State Highway Engineer Sloan presented a communication received by him from O. G. Schultz, General Manager of the Morris County Traction Company, advising that the receivers of the Company are desirous of cooperating with the state, township or county officials, but before entering into any agreements are desirous of having the courts consent so to do, to which end a petition for a hearing at an early date has been asked in order that all interested parties may take part therein. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that the following letter be forwarded to the Morris County Traction Company with a copy to Assistant Attorney General Coulomb:

"My dear Mr. Schultz:

We beg to acknowledge receipt of your letter of the 12th. Please be assured that the New Jersey State Highway Commission is willing and anxious to have an early date set for the presentation of this matter before the Court. We have been much concerned over the conditions obtaining in Madison and Chatham and would welcome any speedy solution which will alleviate the conditions in those places.

It should not be necessary that we should go through another summer with the prevailing conditions obtaining."

Very truly yours,

Commissioner Kidde suggested that Mr. Coulomb might be the representative of the State at the time a hearing is held.

Route #9, Bloomsbury

The Secretary presented a communication received from B. B. Housel of Bloomsbury, New Jersey, addressed to Governor Silzer, protesting against the change in alignment of Route #9, through Bloomsbury, which he said would entail needless expenditure of $100,000.00 by the straight line.

State Highway Engineer Sloan informed the Commission that the cost of the construction of the new line would not exceed that of the alignment through the City.

Commissioner Kidde moved that the facts concerning this situation be prepared by the State Highway Engineer and forwarded to the Governor for his information. This was seconded by Mr. Jelin and adopted.

Hearing, Senator Mathis

The Secretary informed the Commission that he had received word from Senator Mathis to the effect that June 18th would be a satisfactory date for a hearing in conncetion with the Mathis Highway. On motion by Mr. Kidde seconded by Mr. Jelin, the Commission directed that Senator Mathis be adived that a decision as to this matter must be held up until the return of Chairman Scott who has been suddenly called to Washington to attend the funeral of General Miles.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #9, Section #16

State Highway Engineer Sloan reported the completion of plans and specifications for the grading of Route #9, Section #16, Bloomsbury Cut-off in the Counties of Warren and Hunterdon and recommended authority for advertisement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the grading of Route #9, Section #16, Bloomsbury Cut-off in the Counties of Warren and Hunterdon, and
>
> Be it further resolved, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route #16, Section #5A.

There was reported the completion of plans and specifications for the construction of Route #16, Section #5A, Somerville to Royce Valley, Somerset County, and recommended that authority be given for advertisement. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #16, Section #5A, Somerville-Royce Valley in Somerset County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route #20, Section #2.

There was reported completed plans and specifications for the construction of Route #20, Section #2, Broad Street, Glassboro, Gloucester County and authority was recommended for advertisement. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #20, Section #2, Broad Street, Glassboro, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #1, Connecting Link,
George Street, New Brunswick.

State Highway Engineer Sloan reported the satisfactory completion of paving on George Street, New Brunswick, a connecting Link of State Highway Route #1, and recommended that the same be finally inspected and accepted. Commissioner Jelin reported having inspected this road within the past twenty-four hours and moved that the same be accepted on befalf of the State. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #3

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #3, Section #11, Berlin-Hammonton Section:

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Parcel		Consideration
22	Charles Camorota,	$5.00
25	Charles DeCicco,	20.00

with the condition that the slight encroachment of the dwelling be allowed to remain.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #3, Section #13, Egg Harbor-Hammonton Section:

Parcel		Consideration
14,	Alfred Bitterling,	$ 6.00
17,	William Karrer,	150.00
74,	Carmelo Silligato,	22.50

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #48-A on Route #3, Section #13, Absecon-Egg Harbor, from the Atlantic City Realty Company, for the consideration of $1.00, quit claim deed.

Right of Way, Route #4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #4, Section #30, Tuckerton-Manahawken Section:

Parcel		Consideration
1,	Stephen Parker, Widower,	$ 10.00
3,	Bertha & Charles Church,	18.60
4,	Anna L. Shinn, widow,	1.10
7,	Alfred J. Leight & Wife,	10.00
8,	Samuel Hackett, Widower,	175.00

owner to remove porch from in front of the house within sixty days; the slight encroachment of the house, however, to be allowed to remain until such time as the State may desire the same removed, when it shall be done at the expense of the State.

Right of Way, Route #9.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized a settlement with James Mannion in the sum of $400.00 to cover all damages claimed by reason of the change of location of "Bound Brook", Route #9, Section #10, at M. P. 40.2, involving the necessity of the construction of about 400 feet of posts and wire fence on account of the unavoidable destructio n of the old fence, and damages claimed on account of the banking up of the material taken from the brook in such a way as to obstruct the frow of the water from the adjacent fields, together with all value of land taken in Parcel #4, as authorized for purchase by the State

Highway Commission on October 9, 1923, for which Mr. Mannion is to deliver a warranty deed and a release for all claims for damages on account of items mentioned, before payment is made.

Insurance, Camden Bridge Approach

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of entering into an agreement with the West Jersey Title & Guarantee Company to issue Title Guarantee Policies for all property acquired or to be acquired in the vicinity of Camden on the Camden Bridge Approach projects, in the sum of the purchase price for each property respectively, any excess in issuance over the present agreement of $2,000.00 shall be paid for at the rate of $3.50 per $1,000.00 of insurance.

Right of Way, Entrance Road,
Camden Bridge Approach

On motion by Mr. Jelin seconded by Mr. Kidde, the State Highway Commission directed that an offer of $2,600.00 be made to Minnie Engle for Parcel #1 on Section #1 of the Entrance Road at Camden and in the event the same is refused that condemnation proceedings be entered into in accordance with the following resolution:

RESOLVED, that this Commission does hereby determine to acquire in the name of the State of New Jersey, for public use in the construction of section #1 of the Entrance Road at Camden, ALL that that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #1

Beginning at a point formed by the intersection of the southerly line of Penn Street with the easterly line of Eleventh Street, said point being distant four and four hundredths (4.04) feet from and normal to the proposed center line of the Penn Street Branch of the Entrance Road in the City of Camden at Station 0 plus 30, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from Minnie M. Engle, City of Camden, Scale 1" equals 20', January, 1925," and running

Thence (1) boundling lands of grantor and along the southerly line of Penn Street, South forty-nine degrees, fifty-two minutes, thirty seconds East (S49-52'-30"E), fifty-three and fifty-four hundredths (53.54') to a point;

Thence (2) bounding lands of grantor North seventy-five degrees fifty-four minutes, thirty seconds West (N75° 54'-30"W) forty-eight and eleven hundredths (48.11) feet to a point in the easterly line of Eleventh Street;

Thence (3) along the said easterly side of Eleventh Street North fourteen degrees, five minutes, thirty seconds East (N14°-5'-30"E) twenty-three and five tenths (23.5) feet to the point and place of beginning;

CONTAINING five hundred sixty-five (565) square feet, be the same more or less;

INTENDING TO CONVEY ALL of that land now owned or controlled by the grantor within forty (40) feet of the proposed center line of the Penn Street Branch of the Entrance Road, situated at number Two hundred thirty-two (232) North Eleventh Street in the City of Camden.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2,800.00 to the owner or owners of the said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route 1, Extension

The State Highway Engineer presented to the Commission a statement showing the properties necessary to be acquired on account of the construction of Section #2 of Route #1 Extension through Jersey City, and request was made as to the method to be adopted for the acquisition of this property. Commissioner Jelin moved that arrangements be made at once for the acquisition of this property and that Mr. Louis Adler of Bayonne be employed for the purpose of negotiating the purchase of properties on State Highway Route #1 Extension on Hoboken Avenue, section between Palisades and Oakland Avenues. This was seconded by Mr. Kidde and adopted.

Route #4, Shark River Bridge

The State Highway Engineer presented a proposal from the Chairman of the American Legion Home Building Committee at Belmar, advising that they have available 1000 yards of excavating material which they would offer to the State for use in the approach to the proposed new bridge over the Shark River at a cost of $950.00. State Highway engineer Sloan advised that while there was no immediate need for this material, still the market price was higher than quoted, and if the Commission deemed it advisable this material could be placed on the approach to the proposed new bridge at Belmar. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that an offer be made of 500.00 for the delivery of 1000 yards in place where directed by the State Highway Engineer, and that they be advised that due to the fact that the Commission is not yet undertaking the construction of this bridge it would entail extra expense for inspection which would not be the case were the same purchased through a contractor when the gridge was placed under construction.

Employments

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases in the employments as made by the State Highway Engineer since the last meeting, with the exception of Mark T. Dempsey, Junior Inspector, who was permitted to resign last year, after materials in the work on which he was assigned were found to be below standard.

Employed.

5/11/25	P. F. Donnelly,	Bridge Designer,	$220.00	mo.
5/8/25	F. A. Heacock,	" "	250.00	"
5/16/25	E. S. Reeves,	Junior Inspector,	125.00	"
5/16/25	Emil Muckensturm,	Gravel Patrolman,	75.00	"
5/13/25	A. W. Hincken,	Chainman,	60.00	"
5/11/25	Walter Rohfing,	"	60.00	"
5/15/25	Edgar Corsen,	Rodman,	90.00	"
5/15/25	C. J. O'Brien,	Junior Inspector,	125.00	"
5/16/25	Louis Gardella,	Gravel Patrolman,	75.00	"
5/16/25	Richard Coulter,	" "	85.00	"
5/15/25	Wm. M. Walton,	Rodman,	90.00	"

Not Approved

4/24/25	Mark T. Dempsey,	Junior Inspector,	125.00	"

Employed

5/1/25	Luther Cresse,	Motor Truck Driver,	$ .45	hour.
5/11/25	Edward Harris,	" " "	.55	"
5/13/25	Foster Mathis,	" " "	.45	"
5/5/25	Joseph Stellwag,	" " "	.45	"

Increase.

5/16/25	Leroy Tozour,	Gravel Patrolman,	$75. to 85. mo.

Discontinued Employments.

6/15/25	Wm. G. Stoner,	Principal Clerk,	Resigned.
5/11/25	Douglass Cox,	Gravel Patrolman,	"

Township & Borough Aid, Camden Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Spring Road, Winslow Township, Camden County, Township and Borough Aid.

Township Aid, Monmouth County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway way Commission approved the acceptance of the Elton-Adelphia Road, Section #1, Freehold Township, Monmouth County.

Ross's Corner-Sussex, and Sussex-Coleville, Motor Vehicle Aid-Sussex County

State Highway Engineer Sloan presented to the Commission the maintenance schedule of Sussex County for 1925, and he recommended that the same be approved, subject to an agreement by Sussex County to carry out the completion of the Sussex-Coleville Road, during the present year, and further subject to the County spending a sum of $50,000.00 on the Ross's Corner-Sussex Road in the County, toward which the State will contribute one-half on $25,000.00.

The Secretary advised that he was in receipt of a resolution from Sussex County Board of Freeholders directing the immediate advertising on the Sussex-Coleville Road.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer with reference to the Sussex County Motor Vehicle Schedule for the Sussex-Coleville Road and the Ross's Corner-Sussex Road.

Bridgeton-Port Norris, Sec. #4, Motor Vehicle Aid, Cumberland Co.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved award of contract by Cumberland County for the Construction of the Bridgeton-Port Norris Road, Section #4, Cumberland County Motor Vehicle Aid work.

Rejection of Plans, Morris County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that plans and specifications on Valley Road and Main Street, Butler, Morris County, be rejected, due to lack of funds, in order that the County might proceed with this work from its own funds.

Federal Aid, Amboy Bridge-New

State Highway Engineer Sloan presented to the Commission a report on the matter of Federal Aid apportionments to the State, which showed that there was a balance of approximately $593,000.00 as yet not allocated to any jobs and in view of the fact that there is a great deal of bookkeeping involved in apportioning this over many small sections of highways, he would recommend that this balance be allocated to the Amboy Bridge since this work has already been approved by the Federal Government and it will simplify the handlang of Federal Aid funds in this office.

Commissioner Jelin therefore moved that there be set aside from Federal Aid funds available an additional amount of $600,000.00 to be applied to the work on the new Amboy Bridge. This was seconded by Mr. Kidde and adopted.

Route #12, Section #6.

Commissioner Kidde reported having inspected the completed work on Route #12, Section #6, Port Colden-Stephensburg, the same having been reported satisfactorily completed by the State Highway Engineer, and he moved that the same be accepted on the part of the State. This was seconded by Mr. Jelin and adopted.

Musconetcong River Bridge,
Route #5, M. P. 20.0

Commissioner Kidde reported having inspected the bridge on Route #5 at M. P. 20.0, over the Musconetcong, and he moved that the same be accepted on the part of the State. This was seconded by Mr. Jelin, and adopted.

Bridges, Route #5, M.P. 0.2,
1.4 and 2.0

Commissioner Kidde reported having inspected three bridges at M. P. 0.2, 1.4 and 2.0 on Route #5, and he moved that the same be accepted on the part of the State. This was seconded by Mr. Jelin and adopted.

Lighting, Amboy Bridge

Commissioner Kidde reported that with reference to the Lighting agreement which was referred to him on the Amboy Bridge, this matter would be taken up direct by the Public Service Corporation with the State Highway Department and, therefore, this matter should be referred back to the State Highway Engineer for his attention.

Route #9, Drainage, Bound Brook

There was presented a communication from Mr. LaMonte of Bound Brook advising of the receipt of the report concerning the work proposed by the Maintenance Division for the remedying of drainage conditions on his property on Route #9, and he advised that he was glad to give permission to the State to enter upon his lands for the purpose of doing such work. On motion, duly seconded, this communication was ordered received and referred to the Maintenance Division.

Route #4, Keyport

Commissioner Jelin presented a printed notice of an auction sale of land to be held in the vicinity of Route #4 at Keyport and suggested that some representative of the Department be present to ascertain whether any property would be offered which would be necessary for State Highway purposes. Commissioner Kidde moved that this matter be referred to Assistant Attorney General DeVoe in order that together with the Right of Way Division they may determine what are the best safe-guards for the interests of the State in connection with Route #4 at Keyport. This was seconded by Mr. Jelin and adopted.

Freehold-Smithburg Road, Monmouth County

The Secretary advised that Senator Stevens, Counsel for Monmouth County, and Mr. Allen, County Engineer, were present with Mr. Gallena of Gallena-Poole Company, to discuss the settlement on the completed work of the Freehold-Smithburg Road, Section #2, Monmouth County State Aid Project. Senator Stevens informed the Commission that this work was completed last year, but core tests had brought out the fact that a considerable portion of the work was not of the required thickness. He advised that the contractor contended that the quantities of material were placed in the work to give a satisfactory total.

Mr. Gallena informed the Commission that he believed the penalty proposed was excessive in view of the fact that there had been no effort made to stint on material on the work and also due to the fact that the State's inspector had checked the grade in advance of the laying of concrete at all times.

Commissioner Jelin advised that he had been personally in favor of making the penalty more lenient until he had been presented with the fact that this same condition had existed on a previous job handled by the same contractors and in view of this he could not see that there should be any change.

State Highway Engineer Sloan recommended to the Commission that a penalty of $6,199.63 be deducted from the final payment to be made on account of this contract.

Commissioner Kidde advised that he felt that the only way to stop the shortage in work such as this would be to apply the penalties without showing any particular leniency for the reason that if it should become generally known that this practice is not penalized it would lead to confusion in the bidding and a fraud upon the State.

Chairman Stewart stated that he did not believe there could be any other attitude than this taken.

Commissioner Kidde, therefore, moved that the penalty as recommended by the State Highway Engineer be approved and that the Board of Freeholders of Monmouth County be advised of the attitude of the State Highway Commission that an amount of $6,199.63 be deducted from the amount to be paid the Gallena-Poole Company on account of the completed work on the Freehold-Smithburg Road, Section #2. This was seconded by Mr. Jelin and adopted.

Shore Relief Routes.

Commissioner Kidde inquired of the Monmouth County officials as to what disposition the County would make of the proposed relief route to Asbury Park and the shore traffic. He advised that he had received a suggestion that it would be better if traffic could be turned two streets away from the present highway in order that there might be a chance for increase in development and ratables to the County.

Senator Stevens advised that he had gone over this matter recently and had investigated the feasibility of making use of a new bridge recently constructed over the Shark River. No definite action was taken.

Cooper Bridge-Route #4.

Commissioner Kidde also directed attention to the complaints being made by Asbury Park people concerning the closing of the Cooper Bridge while under construction.

Senator Stevens advised that there appeared to be a misapprehension on the part of the local people to the effect that it would require two seasons to complete the work and he suggested that proper publicity be sent out by the State Highway Department to the effect that this construction work will be completed in one construction season, and in view of the fact that so much construction work is going on along the shore this year it is the purpose to have everything done if possible at the end of the year so that traffic can flow freely in the shore district in 1926.

Rejection of Plans, Monmouth Co.

County Engineer Allen presented to the Commission plans and specifications for Bond Street, Ocean Grove, Monmouth County, and requested aid from the State, or rejection, in order that the County may proceed with the work from its own funds. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that these plans and specifications be rejected on account of lack of funds.

Right of Way, Route #1, Extension, Jersey City.

The Secretary advised that Judge Sullivan, special counsel on the matter of Route #1 Extension at Jersey City, was present to discuss further the agreement to be entered into with the Erie Railroad Company. The Commission then went into conference for an hour, following which time a statement was issued to the press to the effect that the State Highway Commission has submitted a form of agreement to the Erie Railroad Company which is, in principle, satisfactory to the Erie Railroad but there are minor details to be worked out which would delay the final execution of the agreement for a few days. It was stated that the Commission stands ready to advertise the first construction contract immediately upon the approval of this agreement by the Railroad Company.

Hearing & Request for Aid, Burlington County.

The Secretary informed the Commission that a delegation from the County of Burlington was present on the matter of State Aid. On motion, duly seconded, a hearing was granted. There appeared County Engineer Smith, Director of the Board Stout, County Road Supervisor McFarland, Freeholder Stryker and other interested representatives of Burlington County. Mr. Smith, County Engineer, advised that the County would request State Aid on the Branch Pike which leads from State Highway Route #2 to the Tacony-Palmyra Ferry, a distance of 1.6 miles over to the Moorestown Road. He estimated the cost of this work to be from $48,000.00 to $50,000.00 and there was requested the sum of $15,000.00 from the State.

Commissioner Kidde inquired whether this road was an absolute necessity since there appeared on the map to be a means for traffic to find its way onto Route #2 without making the cut-off over the Branch Pike.

Director Stout advised that at the present time practically all the traffic is using the Branch Pike instead of following the road to the North, since it cut the distance considerable. Statement was also made by Mr. Wright that it would tend to relieve traffic on other through routes to the shore.

Chairman Stewart advised that while the Commission might be favorable to this matter, there were no funds from which additional State Aid could be granted to the County since the State Highway Commission found itself with less funds this year than last, due to legislation enacted last winter, and he advised that this matter would be taken under advisement.

Commissioner Kidde was at this time excused from the meeting in order to hold an appointment which he had previously made, and he left the meeting at 12:30 P. M.

Request for Aid-Middlesex County

There being no quorum remaining, Commissioners Stewart and Jelin recessed for lunch in order to return at 2:30 P. M., when a hearing was scheduled to be given to the Middlesex County Board of Freeholders. The Commissioners returned at 2:30 P. M., and the Secretary advised that the City officials of New Brunswick and County officials of Middlesex were present for a hearing. There appeared City Counsel Haggerty and City Engineer Ashur Atkinson of New Brunswick, together with Freeholders Haight, Belloff and Orpen of Middlesex County.

Mr. Haggerty opened the conference by stating that the County and City were very desirous of having the State take over for construction a section of Georges Road, which forms a connecting Link between Route #1 and Route #13. He advised that while this road was in New Brunswick, it was still a county road and in view of the fact that it was a connecting line on the State Highway System, it was believed that the State should pay a considerable portion of the cost of this work.

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He adivsed that the City authorities had passed a resolution requesting the Board of Freeholders to pave this road from curb to curb and the Board of Freeholders had, in turn, passed a resolution authorizing a Committee to take this matter up with the Highway Commission.

City Engineer Atkinson advised that the lenght of this roadway was 2,200 feet, and if made to a width of forty feet would involve approximately 10,000 square feet of pavement, estimated to cost between $40,000.00 and $50,000.00. He advised that the City stood ready to place the curbs of concrete if the County and State would share the balance of the road.

Commissioner Jelin advised that even though the State might be willing to share in the work, there were no funds at the present time which the State could contribute since the Commission was without funds to do other than what has already been authorized. He also called attention to the fact that the County had already been given aid by the State from the Reserve Account, in which account there was no available balance for allotment purposes. He suggested that the City Engineer prepare a plan showing the grades and intersections and also the drainage proposed, together with estimates of cost, in order that the same might be presented to the Commission at a later date when the entire Commission would be present and could give consideration to the application as made.

Mr. Haight advised that such plans would be directed and presented to the Commission at some future time. The conference ended at 4:15 P. M.

Chairman Stewart directed that the meeting be closed and that a regular meeting be resumed on Tuesday, May 26, 1925, at 10:30 A. M.

Respectfully submitted,

A LEE GROVER,

Secretary.

MINUTES OF MEETING - May 26, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, May 26, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meetings of March 24th, 31st, April 7th, 14th and 21st and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Absecon Blvd., Atlantic Co.

State Highway Engineer Sloan informed the Commission that core drill tests taken on the Absecon Boulevard, Atlantic County, which is being constructed with State Aid, have shown that the concrete foundation is deficient in thickness and he would recommend that the County of Atlantic be instructed that in view of the tests taken, the State Highway Commission desired that those sections of the concrete which show a deficiency in thickness shall be removed and replaced and he also recommended that the three inspectors assigned to the work be given an opportunity to resign and upon their refusal that they be laid off. On motion by Mr. Kidde, seconded by Mr. Jelin, this recommendation was adopted.

Route 17-Bergen County

The Secretary informed the Commission that Mr. J. E. Thier, County Supervisor of Roads in Bergen County, was present to discuss the matter of Route 17 Bergen County. On motion, duly seconded, a hearing was granted. Mr. Thier appeared before the Commission and presented a communication addressed to the State Highway Engineer, advising that the Board had given serious consideration to the request from the State Highway Commission for the county to acquire a right of way of not less than 66 feet with a 40-foot roadway for the alignment of Route 17 between Hackensack and Rutherford. He outlined the possibilities of obtaining such width along the line proposed and stated that the Board feels that the cost would be prohibitive to obtain a 40-foot roadway.

State Highway Engineer Sloan advised that the line laid out by the Bergen County Board of Freeholders followed Seventh Street, but Division Engineer Andrews had planned a line showing on Eleventh Street, which will not necessitate the moving of houses except on three blocks through the built-up sections.

Commissioner Kidde informed Mr. Thier that he had been arguing this proposition with the State Highway Commission on the basis of the necessity for a wide boulevard to take care of the traffic which goes between Hackensack and Newark, and he stated that he believed that in view of the fact that the State Highway Commission has not placed any limits as to the funds which it will expend in bringing about this improvement, the County of Bergen should not allow a matter of funds for suitable right of way to stand in the way of the improvement.

Mr. Thier advised that the County was absolutely agreeable to spend a sum estimated at $200,000.00 for right of way, but could not see its way clear at this time to spend more. He did say that it was his feeling and that of his Board that the proper solution would be a 40-foot roadway if it could be accomplished.

Mr. Andrews, Division Engineer, was called upon to explain the proposed line of Eleventh Street and advised that with the exception of three blocks in Carlstadt and one in Woodridge, involving a total of thirty-two buildings, which are to be moved on the whole line, there are no difficult features about this line and it should not be excessive in cost.

Mr. Thier suggested that a statement of cost be worked out for this alingment.

Mr. Kidde moved that in view of the appearance of Mr. Thier, the State Highway Commission inform the Board of Freeholders of Bergen County that it is still their opinion that it will be necessary for Bergen County to provide a 40-foot roadway between curbs and such additional width for sidewalks as municipalities may require.

Request for Aid-Bergen County –

Mr. Thier in his communication also called attention to conditions obtaining at Ridgefield where it was proposed to improve a road through the Borough at an estimated cost of $156,000.00, and on which the

Borough would request the sum of $15,000.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that this matter be referred to Commissioner Kidde for inspection.

Motor Vehicle Aid-Bergen County

Mr. Thier also informed the Commission that the Borough of Fort Lee had not taken advantage of the allotment given by the State and he believed the State Highway Commission would be justified in withdrawing this allotment in order that it may be used elsewhere this year if more progress was not made.

Commissioner Kidde moved that a communication be forwarded to the Board of Freeholders of Bergen County to the effect that the State Highway Commission desires that early attention be given to the improvement of the intersection of Palisade Avenue and Le Moine Avenue in Fort Lee, for which an allotment of $40,000.00 was made from 1924 funds, and unless this work proceeds within three months from this date the State Highway Commission will withdraw the allotment and apply the funds elsewhere in the State. This was seconded by Mr. Jelin and adopted.

In this connection the Secretary presented a communication from E. B. Gorham, urging aid on the improvement in the Borough of Ridgefield. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered acknowledged and filed.

Appointment-Mark T. Dempsey

The Secretary presented a communication received by Chairman Scott from Mark T. Dempsey, former Inspector in the State Highway Department, who urged reinstatement for himself on the ground that he had successfully passed an examination and was a disabled veteran suffering from gases which necessitated his finding outdoor employment. He pleaded an opportunity to work again for the Department and stated that he had profited by his former mistakes and had since gained considerable experience. The State Highway Engineer informed the Commission that he had recommended Mr. Dempsey for reappointment at the last meeting, but that the same was not approved. Commissioner Jelin moved that in view of Mr. Dempsey's war record and in view of the fact that the Department record does not show anything against his personal integrity, that Mr. Dempsey be given another opportunity to work for the Department. This was seconded by Mr. Kidde and adopted.

Route 18-South-General;
Harding Highway.

The Secretary informed the Commission that Senator Borton and a delegation on the matter of the Harding Highway were present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Borton appeared and introduced to the Commission representatives of the Harding Highway Association and interested parties from Gloucester and Salem Counties. He advised that the Committee was very much interested in securing some hard surfacing on the Harding Highway known as State Highway Route 18-South, especially between Woodstown and Elmer. He requested Mr. S. P. Leeds, who was in the delegation to address the Commission. Mr. Leeds informed the Commission of the tremendous traffic which is now already making use of the Harding Highway and of the proposed new ferry lines which will also move traffic burdens in this direction. He also explained that efforts were being made to attract all southern traffic to come to Atlantic City by way of Wilmington and the ferries to the Harding Highway. He urged that if the State Highway Commission would save any money on the construction or have any excess in the Motor Vehicle receipts, that the same be applied to a portion of the work.

Mr. J. Andrews, President of the Harding Highway Association, explained the purpose of the organization and what it intended to accomplish for the local communities.

Mr. Snellbaker of Woodstown explained the poor condition of the highway and also brought out the fact that he had consistently urged the improvement of this road, even to the extent of having expended over $10,000.00 of his own money for advertising this route.

Chairman Scott read to the Committee a statement from the Superintendent of Maintenance, showing that the State Highway Commission has endeavored to satisfactorily maintain this highway as part of the State Highway System, having expended during the last year an average of $1,192.00 per mile between Woodstown and Downstown.

Freeholder Weldon explained to the Commission the fact that the County had endeavored to maintain this highway with as little funds as possible because it saw the necessity for its hard surface in view of the marshy conditions obtaining on several sections. He urged that the Harding Highway be hard-surfaced as soon as possible.

There were statements made by Mr. Richmond of Sharpstown, Mr. Shoemaker of Swedesboro and Mr. Hitchner of Woodstown, all urging the hard surfacing of this road.

Chairman Scott informed the delegation that the Commission was very anxious to give every assistance possible to South Jersey in its road improvement, but could not do anything until funds were in hand.

Commissioner Jelin advised that he was personally interested in this improvement and were it not for the fact that the Commission found itself with less funds this year than in the past year, he would have been glad to recommend a portion of this highway for improvement this year.

Commissioner Kidde called attention to the fact that when the State Highway Commission took this road over it made no promises as to its construction, but felt that it was doing a fine thing for South Jersey when Routes 18 and 20 were taken over, and at that time it was stated that the Commission would wait until funds were provided by the Legislature before any hard-surfacing could be done.

Senator Borton thanked the Commission for the hearing and asked that consideration, if possible, be given to the paving of the three miles between Pole Tavern and Elmer.

Insurance-Garages

The Secretary presented a communication from Mr. R. M. Johnston, Insurance Expert for the State, in which he advised that pursuant to request from the State House Commission, he had investigated conditions at Fernwood Service Station and at the Everett Alley Garage, and he complimented the Commission upon the Fernwood Service Station and stated that it would not be necessary to insure against fire. As to the Everett Alley Garage, he advised that this building was subject to hazards on account of surrounding buildings and he recommended the placing of $10,000 fire insurance on this garage. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this communication be received and acknowledged with thanks and that recommendation be forwarded to the State House Commission, making request that they advise of the approved method of placing this insurance, with information as to companies with whom it should be placed.

Right of Way-Route 1, Hackensack Bridge.

The Secretary presented a communication from Hon. Edward L. Katzenbach, Attorney General, requesting further information concerning the accounts rendered by experts in the Bowen condemnation matter, before he could give his approval to the same. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this information be forwarded by the Secretary.

The secretary presented a bill received from C. F. Kraemer for service in connection with the Bowen condemnation, in the amount of $350.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this bill be paid.

Right of Way-Route 1 Extension.

The Secretary presented bills from C. Alfred Burhorn and Percy A. Gaddis, for appraisals on Route 1 Extension at Jersey City. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that bill dated May 11th for C. Alfred Burhorn, in the amount of $440.00 and bill dated May 15th for Percy A. Gaddis, in the amount of $500.00, be approved and paid.

Freehold-Smithburg Road, Section 2

The Secretary presented a resolution from the Board of Chosen Freeholders of Monmouth County, accepting the completed work on the Freehold-Smithburg Road, subject to deductions as recommended by the State Highway Commission for deficient thickness of concrete in the amount of $6,199.63. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the action of the Monmouth County Freeholders be approved and the work accepted on the part of the State, subject to the deductions as made.

Invitations

The Secretary presented a communication from Hon. Samuel Haverstick, Surrogate of Mercer County, and former member of the State Highway Commission, extending an invitation to the present State

Highway Commission for June 24, 1925. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed this invitation be accepted with thanks.

Route 18-North, Section 1

The Secretary presented a communication from the West Chester Ferry Corporation, requesting that Route 18 North be kept open for traffic while the construction was in progress. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and referred to the State Highway Engineer.

Trolley Tracks-
Route 5, Madison-Chatham.

The Secretary presented a communication from the Morris County Traction Company, advising that that company is doing everything in its power through its receivers to expedite the matter of improving the trolley track area through Madison and Chatham.

Request for Permit-Memorials

The Secretary presented a communication from the Kiwanis Club of Asbury Park, requesting permission to place a tablet on the grade crossing elimination at Morgan, in view of the activities of the Asbury Park Kiwanis Club in speaking for this improvement. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the application be denied in line with similar action taken on requests from other organizations in the past, and that the Kiwanis Club of Asbury Park be extended the regret of the Commission that such course is necessary.

Right of Way-Route 3.

The Secretary presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, advising that condemnation commissioners in the case of Edward Miller on Route 3 have awarded the sum of $475.00 and he recommended that the same be paid. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved payment of $475.00 to Edward Miller on Route 3, in the Borough of Chesilhurst.

Right of Way-Route 4.

There was presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, advising that the condemnation commissioners in the case of Anna M. Cramer on Route 4 at Bass River, had awarded the sum of $225.00, and he recommended payment of the same. On motion by

Mr. Jelin, seconded by Mr. Stewart, the Commission approved the payment of award by the condemnation commissioners to Anna M. Cramer.

Shark River Bridge

The Secretary presented a communication received from the American Legion Post at Belmar, advising of their acceptance of offer of the State Highway Commission for the delivery of fill from their new Legion Home excavation, to the site of a proposed bridge over the Shark River, at Belmar, for the amount of $500.00. Request was made that an inspector be assigned upon this work at once. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that proper contracts be entered into in order that the work may proceed.

The Sechedule of Business was next taken up item by item as follows, with the recommendations of the State Highway Engineer.

Maintenance Materials - State

There was presented the completed specifications for the advertising of 137,385 gallons of Asphaltic Oil, Grade S.C.O., and 332,210 gallons of Lignin Binder, and advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve specifications for the furnishing 137,385 gallons of Asphaltic Oil, Grade S.C.O. and 332,310 gallons of Lignin Binder, and
>
> BE IT FURTHER RESOLVED, that the Chief Clerk is directed to place advertisement for the same after approval by the State Highway Engineer.

Route #1, Hackensack Bridge

There was reported the completion of plans and specifications for the construction of a double leaf trunnion bascule bridge over the Hackensack River, on Route #1, Lincoln Highway Section, and the removing of existing temporary bridge. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a double leaf trunnion bascule bridge, providing a 150' clear channel, stregthening eight existing approach spans of 150' each, removing existing temporary bridge and other incidental work for the bridge at M. P. 57.8 on State Highway Route 1, on the Lincoln Highway, over the Hackensack River, between Kearney and Jersey City, in the County of Hudson, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to

sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the work after approval by the State Highway Engineer.

Connecting Road, and Entrance Road, Section 3, Camden

There was reported the completion of plans and specifications for the grading and drainage on Section #3 of the Camden Advisory Board Project and advertisement was recommended. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the grading and drainage on the extension of State Highway Route #2, #3 and #6, the section being known as Entrance Road, Section #3, and connecting road, north and south, Section #3, of the Delaware River bridge approach in the City of Camden, Boro of Collingswood and Township of Pensauken, together with the construction of two small span bridges, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Bridges, Route #15, M. P. 24.7 & 44.0

There was presented a report of bids received on May 25th, for the construction of two bridges on Route #15, M. P. 24.7 and M. P. 44.0 and it was recommended that award be made to the lowest bidder. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of two bridges on Route #15, at M. P. 24.7 and M. P. 44.0, to Anthony Pinto and Joseph Felice, at theirs, the lowest bid submitted, in the amount of $40,973.95, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #8, Sec. #6, Newfoundland-Stockholm

There was reported the receipt of bids on May 25th, for the construction of Route #8, Section #6, Newfoundland to Stockholm Section, and award was recommended to Salmon Brothers, the low bidders, at $299,695.29. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #8, Section #6, Newfoundland to Stockholm, to Salmon Brothers,

at theirs, the lowest bid, in the amount of
$299,695.29, and

BE IT FURTHER RESOLVED, that the Chairman is authorized
to sign the necessary contracts after approval by
the State Highway Engineer.

Route 2, Section 7,
South Broad St., Mercer County

There was reported the receipt of bids on May 25th for the reconstruction of Route 2, Section 7, South Broad Street, Mercer County, and award was recommended to Joseph F. Burke of Plainfield, the lowest bidder at $17,855.80. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby
make award of contract for the reconstruction of
Route 2, Section 7, South Broad Street, Mercer County,
to Joseph F. Burke, the lowest bidder at $17,855.80,
and

BE IT FURTHER RESOLVED, that the Chairman is authorized to
sign the necessary contracts after approval by the State
State Highway Engineer.

Inspection-Materials

State Highway Engineer Sloan reported to the Commission that informal bids had been asked for inspection service on the testing materials used on State Highways and in view of the fact that the R. W. Hunt Company is now inspecting the Amboy Bridge materials, he would recommend that their contract be continued for another year, in accordance with the present understanding. Commissioner Kidde advised that the Hunt Company was in a position to give very satisfactory service by having inspectors placed directly in the various plants. Commissioner Jelin moved that the recommendation made by the State Highway Engineer be approved to the effect that the contract of the R. W. Hunt Company be extended for another year. This was seconded by Mr. Kidde and adopted.

Abandonment-Route 7, Section 2,
Golf Course-Anderson Cor.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution, abandoning a portion of Route 7, Section 2, Golf Course-Anderson Corner, in view of the completion of the alignment:

May 26, 1925.

WHEREAS, the State Highway Commission has heretofore taken over as a State highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 7, from Hightstown to Asbury Park, by way of Freehold, Jerseyville and Hamilton, and

WHEREAS, in the construction and improvement of the said State Highway Route 7, Section 2, from Golf Course to Anderson's Corner, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc.,

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey, that portion of State Highway Route 7, Section 2, as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 7, Section 2, and vacated in accordance with the provisions of Chapters 14 and 15 of the laws of 1917 and the amendment thereto in Chapter 220 Laws of 1919.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route 7, Section 2, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 18 plus 47; thence (1) curving to the left for a distance of one hundred twenty-five (125) feet more or less to a point; thence (2) in a westerly direction for a distance of one hundred fifty (150) feet more or less to a point; thence (3) still in a westerly direction, a distance of three hundred eighty-eight (388) feet more or less to a point; thence (4) in a northwesterly direction a distance of one thousand three hundred thirty-eight (1338) feet more or less to a point; thence (5) in a southwesterly direction a distance of nine hundred (900) feet more or less to a point; thence (6) curving to the right for a distance of five hundred sixty (560) feet more or less to a point; thence (7) in a northwesterly direction for a distance of three thousand three hundred seventy (3370) feet more or less to a point; thence (8) curving to the left for a distance of five hundred fifty (550) feet more or less to a point; thence (9) in a northwesterly direction a distance of six hundred eighty-eight (688) feet more or less to a point; thence (10) in a northerly direction a distance of one thousand thirty (1030) feet more or less to a point in the said new southerly right of way line of Route 7, Section 2, said point being measured fifty-five (55) feet more or less normally from the center line of the said State Highway at about Station 98 plus 16.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Monmouth County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 18 plus 48 more or less and Station 98 plus 16 more or less as shown on plan on file in the offices of the State Highway Commission at Trenton, N.J.

May 26, 1925.

Abandonment-Route 13, Section 6,
Lawrenceville-Princeton

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution, abandoning one portion of Route 13, Section 6, Lawrenceville-Princeton section, the new alignment having been completed on this road:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 13 from New Brunswick to Trenton by way of Kingston, Princeton and Lawrenceville, and

WHEREAS, in the construction and improvement of the said State Highway Route 13, Section 6, from Lawrenceville to Princeton, it has been found desirable to relocate a certain portion of the said route for the betterment of the alignment, grade, etc. and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State highway,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 13, Section 6, as hereinafter described be and the same are hereby abandoned as a part of State Highway Route 13, Section 6, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220 of the Laws of 1919.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route 13, Section 6, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 300 plus 58; thence (1) in a southeasterly direction for a distance of ninety-three (93) feet more or less to a point; thence (2) still in a southeasterly direction a distance of one hundred eight (108) feet more or less to a point; thence (3) in an easterly direction a distance of ninety-one (91) feet more or less to a point; thence (4) in a northeasterly direction a distance of three hundred three (303) feet more or less to a point in the said new southerly right of way line of Route 13, Section 6, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 306 plus 0.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of the County of Mercer, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over January 15, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 300 plus 58 more or less and Station 306 plus 0 more or less, as shown on a plan on file in the offices of the said State Highway Commission at Trenton, New Jersey.

May 26, 1925.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following changes and additions in the employments since the last meeting of the Commission:

Employed

6-1-25	Harry Berlinson,	Senior Clerk Steno.	$100.00 mo.
5-15-25	Harold P. Steel,	Junior Engineer,	125.00 "
6-1-25	M. R. Mayer,	Title Clerk,	115.00 "
5-20-25	Adolph Yahn,	Motor Truck Driver	.45 hr.
5-21-25	Wm. E. Reed,	" " "	.45 "
5-21-25	John E. Lucas,	" " "	.45 "
5-16-25	Joseph Walsh,	" " "	.40 "
5-20-25	Hugh C. Gilliam,	" " "	.45 "
5-11-25	Herbert Errickson,	" " "	.40 "
5-16-25	Charles DuBois,	" " "	.45 "
5-15-25	Richard Jester.	" " "	.45 "
5-15-25	Jos. Leary,	" " "	.45 "
5-25-25	John F. Roach,	" " "	.45 "

Title & Salary Change

6-1-25	Clifford Wear,	Clerk Steno. at	$ 80.00 mo.	to
		Sr. Clerk Steno. at	115.00 "	
5-1-25	W.H.Pfluger,	Eng. Drft. at	125.00 "	to
		Br. Drft. Des. at	175.00	

Discontinued Employments

5-15-25	Sherman Tozour,	Motor Foreman,	Resigned
5-15-25	Wm. J. Wall,	Asst. Civ. Engr.	"

Right of Way-Route 3

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase agreement for Parcel 152-E on Route 3, Section 12, Egg Harbor-Hammonton, from Pietro Barbone, for the consideration of $1.00 with thanks.

Right of Way-Route 4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #2, Route 4, Section 28-A, Waretown-Forked River, from F. C. Peters, for the consideration of $70.00.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 4, Section 30, Manahawken-Tuckerton section:

Parcel No. 10,	Walter C. Paul,	consideration	$100.00
" " 11 & 11A,	Frank Paul,	"	400.00

Right of Way-Route 14

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #25 on Route 14, Section 8, Swainton-Ocean View Section, from Amos Brower & Electa Godfrey, for the consideration of $75.00.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 14, Section 9, Ocean View-Seaville section:

Parcel No.	Name	Consideration
27	William DeVaul, et ux (State to reset fences)	$ 12.00
37	Lydia Howell, widow	165.35
57	Somers Corson,	31.70

Right of Way-Route 15

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #12 and Easements Nos. 1 and 2 on Route 15, Section 7, Menantico Creek-Mauricetown Road, from Jeremiah Chambers and wife, for the consideration of $560.00.

Right of Way-Route 16

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following purchase agreements for properties on Route 16, Section 5A, Somerville-South Somerville section:

Parcel No. 19, Wm. I. Stovekin and wife, consideration $ 4.00
" " 20, Russell & Leonard B. Cruser, " 1.00

Right of Way-Route 20

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following purchase agreements on Route 20, Section 1, Glassboro-Clayton section, with thanks to those conveyed for a nominal consideration:

Parcel No.	Name	Consideration
2	Louis R. Leddon and wife,	$ 1.00
22	Richard P. Fagan and wife,	1.00
29	Rachel Purnell, widow,	75.00
54	Thos. H. Smith and wife,	1.00
66	Eleanor Delamater and husband,	1.00
67	Harry J. Jennings and wife,	1.00
68	Lewis Beyer and wife,	1.00
69	Wilmer Stratton and wife,	1.00
71	Louisa Warner, widow,	1.00
72	John D. Steinert and wife,	1.00
84 & 84A	Louis R. Leddon and wife,	1.00

Right of Way-Connecting Road,
Camden

The State Highway Engineer presented a purchase agreement signed by the owners for the conveyance of Parcel #87 on the Connecting Road, Camden, Section 3, for the consideration of $3,852.00, and Parcel #88 for the consideration of $1.00. State Highway Engineer Sloan explained that this represents the cost of moving a house and setting the house on a new foundation, the property itself being conveyed for $1.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this purchase agreement be approved and that a letter of appreciation be forwarded to Mr. and Mrs. Crowley for their public spiritedness in this conveyance to the State.

Right of Way-Entrance Road, Camden

The State Highway Engineer presented purchase agreements signed by the owners for the conveyance of Parcels 90A and 90B, Entrance Road, Section 3, from John C. Thomas, for the consideration of $25,498.00. State Highway Engineer Sloan reported that this involved a conveyance of 5.975 acres, the owner originally having asked $[illegible]0,000. In view of the fact that property in this location has been selling for $6,000. per acre, the State Highway Engineer recommended the approval of the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel Nos. 90A and 90B on the Entrance Road, Section 3, from John and Rebecca C. Thomas for the consideration of $25,498.00.

Right of Way-Crescent Boulevard

Commissioner Kidde inquired as to what progress was being made by the receivers for the N. Z. Graves Company in securing court approval to the transfer of property to the State. The Secretary advised that he had been in touch with the agent for the receiver and his information was that everything was proceeding in a regular manner. Inquiry was made, however, as to what would happen in the event the N. Z. Graves Company did not desire to avail itself of the salvage on the buildings as offered by the State, and he had in turn advised them to the effect that the State would then take care of the disposal of the same.

Right of Way-Entrance Road, Camden

State Highway Engineer Sloan reported that negotiations had been entered into to acquire the property of Harry and Elmer Schilp, known as Parcel No. 35 on the Entrance Road, Section 1 at Camden, and an offer of $3300. as made had been refused by the owner. On motion by

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Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $3300. be made to Harry and Elmer Schilp for Parcel No. 35 on the Entrance Road, Camden, and in the event same is refused, that condemnation proceedings be entered into in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route Section 1, Entrance Road, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 35

Beginning at a point formed by the intersection of the southerly line of Linden Street with the westerly line of Twelfth Street, said point being distant eleven and thirty-three hundredths (11.33) feet from and normal to the proposed center line of the Linden Street Branch of the State Highway Entrance Road in the City of Camden, at Station 7 plus 79.56, as shown on a plan entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from Harry and Alma Schilp, City of Camden, Scale 1" - 20', January, 1925" and running:

Thence (1) along the westerly line of Twelfth Street southwardly one hundred twenty-two (122) feet to a point; thence (2) northwestwardly forty-seven feet, six inches (47'6") to a point, said point being in the dividing line between the property situated at Lot 1192 and 1194 on Linden Street in the City of Camden; thence (3) along said line northeastwardly at right angles to Linden Street six feet (6') to a corner; thence (4) still along said dividing line northeastwardly fifty-six feet (56') to a point; thence (5) along said dividing line and through the middle partition wall between the property situated at 1194 and 1192 respectively on Linden Street in the City of Camden: forty-eight feet, six inches (48'6") to a point in the southerly line of Linden Street; thence (6) along said southerly line of Linden Street ten (10) feet to the point and place of beginning;

CONTAINING three thousand six hundred ninety-eight (3698) square feet, be the same more or less;

INTENDING TO CONVEY all of that land owned or controlled by grantors situated at number Eleven ninety-four (1194) Linden Street in the City of Camden.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $3,300.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Connecting Road, Sec. 3.

State Highway Engineer Sloan reported that in negotiations for property on the Connecting Road at Camden, a verbal understanding had been made between the Right of Way Engineer and Mrs. Joseph Frick, the owner of Parcel No. 13, to transfer to her the remaining portion of Parcel No. 14 for the sum of $500.00, the price to be paid to Mrs. Frick for Parcel No. 13 being $200.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel No. 13 from Mrs. Josephine Frick, on the Connecting Road at Camden, for the sum of $200.00 and directed that arrangements be made for a conveyance to Mrs. Frick of a part of Lot 14, when the papers for the same are prepared.

Right of Way-Route 16.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission accepted an easement for the right to lay pipe and construct an open ditch across the property of William Childs, Jr., known as Parcel No. 7A, Route 16, Section 6A, Blaziers Corner-VanDorns Mills, for the consideration of $1,000.00. The State Highway Engineer advised that this would result in a saving to the State of $2,137.61 by the elimination of pipe.

Township Aid-Salem County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance and final payment on the Woodstown-Daretown Road, Pilesgrove Township, Salem County, Township Aid.

Township Aid-Atlantic County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Buena-Tuckahoe Road, Section 2, Buena Vista Township, Atlantic County, Township Aid.

Township Aid-Cape May Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment of Claremont Road, Section 2, Dennis Township, Cape May County, Force Account work.

Township Aid-Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Holland Township, Hunterdon County on River Road, between Milford and Riegelsville, to Sigafoos & Poore.

Motor Vehicle Aid-Union County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of Union County Motor Vehicle

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Schedule and agreements for 1925.

Federal Aid-Route 18-North, Section 2

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of Federal Aid Project statement, covering Palisade Highway, Route 18-North, Section 2, Fort Lee to New York State Line.

Federal Aid-Route 15, Section 8.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the Federal Aid Project Statement on Route 15, Section 8, Rio Grande-Green Creek section.

Federal Aid-Route 5, Section 15A

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved Federal Aid Project Agreement #74b for Route 5, Section 15A, Milburn Avenue to Irvington.

Paulsboro-Swedesboro Road, Section 2,
Motor Vehicle Aid-Gloucester County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the construction of the Paulsboro-Swedesboro Road, Section 2, Gloucester County, Motor Vehicle Aid work.

Bridgeton-Port Norris, Section 3,
Motor Vehicle Aid-Cumberland Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by Cumberland County, to Wallace & Tozour, for the construction of Bridgeton-Port Norris Road, Section 3, Cumberland County, Motor Vehicle Aid work.

Cape May Boulevard-Motor Vehicle Aid-
Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Cape May County, for Cape May Boulevard, to William Eisenberg at $85,[illegible]24.81, this being Cape May County Motor Vehicle Aid work.

Maintenance Materials-Cape May Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the award of contract by Cape May County for 142,350 gallons of Lignin Binder to E. L. Lantz, at $.119 per gallon.

Route 5, Section 13.

State Highway Engineer Sloan reported the completion of Route 5, Section 13, Budd Lake-Netcong section, and recommended the same for final inspection and acceptance. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this work be referred to Commissioner Jelin for inspection prior to acceptance.

Route 9, Grade Crossing-Cranford.

Commissioner Stewart reported that in accordance with authority granted by the State Highway Commission, he had met with the Public Utility Commission on a hearing given the Central Railroad of New Jersey, on the matter of grade crossing elimination through Cranford on the line of Route 9. He advised that this hearing had resulted in the work being undertaken at once by the railroad company and that the engineering details are to be worked out immediately, and it would be possible for the State Highway Commission to determine the grades on the proposed elimination so that the completion of Route 9 through Cranford could be proceeded with at once. He further advised that he had assured the Public Utility Commission that the State would co-operate in every way possible to the work proposed, and the Public Utility Commissioner in turn had expressed appreciation for the interest shown by the State Highway Commission in advancing this project. On motion by Mr. Kidde, seconded by Mr. Jelin, the report was ordered accepted and the Engineering Division instructed to proceed along the lines as suggested by Mr. Stewart.

Grade Crossings

Commissioner Stewart also advsied that he had obtained a list of grade crossings under consideration for elimination by the Public Utility Commission and suggested that a copy of same be made for each Commissioner.

Route 9, Cranford

Commissioner Stewart then inquired of Division Engineer Andrews, who was present, as to the status of the work on Route 9 through Cranford, and he also informed that a resident engineer was on the work and there would be a report forthcoming at once. Commissioner Stewart then moved the adoption of the following resolution:

> **RESOLVED** that the State Highway Commission does approve of plans and specifications for the construction of Route 9 through Cranford, and

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> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place advertisement after approval by the State Highway Engineer.

Route 4, Rahway-Perth Amboy

The Secretary presented to the Commission a communication from the City Clerk of Perth Amboy, transmitting an original and duplicate of agreement with the City of Perth Amboy, covering the work to be done, through the City of Perth Amboy on the approach through the City, the same having been approved by the Board of Aldermen and signed by the proper city officials. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve the form of contract as entered into by the City of Perth Amboy for the construction of Route 4, approach to the new Amboy Bridge through the City of Perth Amboy, and the said agreement be accepted on the part of the State, and the Chairman be authorized to execute the same on behalf of the Commission.

Commissioner Jelin reported that there were two men on the Board of Aldermen of Perth Amboy who opposed the passage of this resolution by the City authorities of Perth Amboy and these same men are causing considerable discontent among the property owners, which may result in considerable controversy for the properties actually acquired.

Meetings - Addresses

Commissioner Kidde reported as a matter of record, that he had addressed a meeting of the Newark Chamber of Commerce on Wednesday last, concerning Route 1 Extension between Jersey City and Elizabeth, and there appeared a general approval of the entire lay-out and there was expressed a desire to cooperate with the State Highway Commission in its work through Newark, rather than to hold it up. He advised that the local bodies will begin to plan for connecting feeders into the Advisory Board routes and he suggested that an opportunity be given to the City of Newark to go over the plans of the Commission in the near future. On motion by Mr. Jelin, seconded by Mr. Stewart, the report was ordered received and made a matter of record.

Maps - 1925

The Secretary informed the Commission that the printing of maps for 1925 season has practically been completed and that the same will be mailed direct from the printers in time for the holiday traffic. The Secretary presented a number of these maps at this meeting.

Phillipsburg-Belvidere, Section 2.

Commissioner Jelin brought up at this time for consideration, the matter discussed at the last meeting concerning the substitution of State moneys for Federal Aid funds on the Phillipsburg-Belvidere Road, Section 2, and he recommended that this be done in order that the County could proceed with its work. Commissioner Stewart inquired whether Federal Aid could be applied elsewhere in the event it was taken from this road, and he was answered in the affirmative.

Commissioner Kidde explained that his oppositions had been on the ground that if the Federal Government felt it desirable to eliminate a grade crossing existing on this road by allowing the condition to remain. Chairman Scott stated that he had entertained this same view until he had been advised that there was a twenty-four hour safety gate service on this crossing and for that reason he believed this was a more safe crossing than a good many others throughout the State.

Commissioner Jelin stated that, in view of the fact that the County proposed to spend such large sums of money on this road and that the State funds were comparatively small, he would move that approval of the recommendation as made by the State Highway Engineer at the last meeting, to the effect that the State substitute its funds for Federal Aid funds, in order that the County may proceed with the work, be made. This was seconded by Mr. Stewart and adopted.

Route 16, Somerville-Royce Valley

The State Highway Engineer reported that Judge Schenck, Borough Counsel for Somerville, has objected to having the State Highway Commission contract for the full width paving on the portion of the Somerville-Royce Valley section of State Highway Route 16 within the Borough of Somerville, and had advised the authorities of Somerville that a separate contract for paving of the additional width beyond that to be constructed at the expense of the State, must be entered into.

Major Sloan further reported that it was essential that this work be let as one contract and an agreement be made with the Borough of Somerville for reimbursement to the State Highway Commission of the amount involved in the additional width of paving.

Mr. Kidde moved that the Borough of Somerville be advised that inasmuch as the State Highway Commission has been assured that municipalities have the right to enter into an agreement with the State Highway Commission whereby they will reimburse the Commission for the cost of extra width paving, which method is highly desirable, the Commission must insist on the usual method of procedure in such cases, otherwise it will be necessary to defer the work of construction of the Somerville-Royce Valley section of Route 16 until a later date. This motion was seconded by Mr. Jelin and unanimously adopted.

In this connection the Secretary was directed to forward a copy of this information to Senator Case, inasmuch as he has been considerably interested in the subject of the improvement of this section of Route 16.

Route 8-Detours

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following revision of detour to be established on account of construction of Route 8, Section 6, between Newfoundland and Stockholm:

> "Beginning at the intersection of Route 8 and the Milton-Newfoundland Road, in Newfoundland; running thence (1) in a westerly direction over the Milton-Newfoundland Road, a distance of approximately one and two-tenths miles, to the intersection at the Post Office in Oak Ridge; thence (2) in a northerly direction, approximately one mile, over a West Milford Township Road to Route 8, at a point near the bridge over the New York, Susquehanna and Western Railroad a short distance East of the Oak Ridge Reservoir."

Route 4-Detours

Commissioner Jelin reported that he had inspected the detour established for traffic around the construction of the new bridge at Red Bank and he had found it to be dangerous to pleasure traffic in a number of cases, due to the fact that it was being used by a considerable number of trucks. He suggested that, if possible, a separate detour be arranged following through Oceanic and Sea Bright for pleasure vehicles only. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to the State Highway Engineer for report at the next meeting.

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On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission adjourned at 4:00 P.M. to meet in regular session Tuesday, June 2nd at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - June 2, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, June 2, 1925. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy
H. Stewart, Walter Kidde and Abraham Jelin.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of April 28th and he moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

C. M. Hall

The Secretary presented a telegram from Mr. Howard B. Keasbey, County Engineer of Salem County, certifying as to the war record of C. M. Hall, Inspector, who has been ordered laid off, on account of work on the Absecon Boulevard, and Mr. Keasbey also stated that he would vouch for the personal integrity of Mr Hall as shown by work done in Salem County. On motion by Mr. Jelin, seconded by Mr. Kidde, the telegram was ordered received and placed on file.

Absecon Boulevard, Atlantic Co.

The Secretary informed the Commission that Mr. A. H. Nelson, County Engineer of Atlantic County, was present to discuss with the Commission in conference the matter of the Absecon Boulevard in Atlantic County. On motion, duly seconded, the Commission directed that the meeting go into conference at this time with Mr. A. H. Nelson, County Engineer of Atlantic County. No official action was taken by the Commission following this conference.

Township Aid-Warren County

The Secretary informed the Commission that a representation from Mansfield Township, Warren County, was present and desired a hearing in connection for aid on the Mansfield Road. On motion, duly seconded, a hearing was granted. There appeared Mr. Charles Stryker, Freeholder, Harry Vetter, County Engineer, Mr. Searfoss of the Township Committee and several other representatives. Mr. Searfoss first addressed the Commission and advised that they appeared to request aid on a road running from State Highway Route 12 to Port Murray and forming a connection with the improved highway system of the County. He advised that this was a very important road to the vicinity, since it led to the railroad station and also was an outlet for the creamery in the district. He advised that the Township Committee stood ready to pay 20% of the cost of the improvement if the balance could be raised between the County and the State.

Mr. Stryker, Freeholder, urged the improvement of this road as being of direct benefit to Mansfield Township, and that the Township was entitled to aid, because of the fact that prior to this time the Township has contributed towards the highways in the county on which they were not directly benefitted.

Commissioner Kidde called attention to the fact that this road might be considered as a Township Aid improvement if proper application were made and in view of the increase in township apportionments as approved by the last Legislature, it might be possible for the Commission to consider an improvement such as this in Warren County, after funds become available in July. Assistant State Highway Engineer Reed informed the Commission that this was an important township highway in Warren County and would make an improvement in the section.

Mr. Hagerman of the Port Murray Dairymen's Association spoke of the deplorable conditions existing on the road which forms the main outlet from their plant to the highways of the county.

Chairman Scott informed the delegation that it appeared to him to be essential that the township make application for township aid and that the same would be given consideration when funds are in hand, which would not be until after July first next.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission recessed for luncheon at 1:30 P.M. to meet in regular session at 2:00 P.M. The Commission reconvened at 2:00 P.M. with the same members present as at the morning session.

Route 4, Rahway-Perth Amboy.

The Secretary presented a communication from Mr. Andrew Keyes, on behalf of the Woodbridge Township Committee, requesting that some members of the Commission be delegated to meet with the Township Committee concerning extra width pavement and other improvements along Route 4, while the construction will be carried on in that vicinity. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway

Commission directed that this matter be referred to the State Highway Engineer in order that he, together with Commissioner Jelin, could take the matter up with the local authorities, but that this would not interfere with the advertisements as approved for the work.

Right of Way-Route 4

The Secretary presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, advising that condemnation commissioners in the case of William Hance on Route 4, had made an award of $968.00 and he recommended that the same be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the award as made in this case be approved and payment authorized.

Right of Way-Route 12

There was presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, that in the matter of condemnation of William H. Saunders property on Route 12, Section 7, he had endeavored to effect a settlement with the property owners in view of the fact that this condemnation case has been hanging for a considerable time, and he had made an offer to the owner of $200.00, which would be accepted after approval by the Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of payment of $200.00 for property of William H. Saunders on Route 12, Section 7.

Right of Way-Route 4

There was presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, advising that condemnation commissioners in the case of Sarah C. Hedden Thomas on Route 4, Section 5A, have made an award of $350.31, and he recommended that the same be paid. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the award as made in this case be approved and that payment be authorized.

Right of Way-Route 7

The Secretary presented a communication from Hon. Fred W. DeVoe, Assistant Attorney General, advising that condemnation commissioners in the case of Gustaf Anderson and Margaret Anderson on Route 7, Section 2, have made awards of $933.20 and $891.36 respectively, for which the State had offered very nominal amounts. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that these communications be returned to Mr. DeVoe for further information as to the factors entering into this award before action is taken by the Commission.

Route 17, Hackensack-Rutherford

The Secretary presented a communication from J. Ernest Thier, Supervisor of Roads in Bergen County, informing the Commission that the Board of Freeholders of Bergen County have agreed to obtain the new right of way and have made a preliminary appropriation therefor on the realignment of Route 17 between Rutherford and Hackensack, as discussed before the Commission on May 26th. Mr. Thier also made request that Division Engineer Andrews be furnished with necessary forces to immediately start on preliminary surveys in order that the actual work may be undertaken this year as contemplated by the Commission. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered referred to State Highway Engineer Sloan for proper disposition.

Memorials-
Commendations

The Secretary presented a communication received from the Edison Pioneers expressing appreciation for the courtesies extended by the State Highway Commission to the Committee on Arrangements of the Menlo Park commemorative tablet erected to Mr. Thomas A. Edison. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Trees-Route 4, West Creek.

The Secretary presented a communication from Mr. Howard Ewart of Toms River, New Jersey, who advised that he had succeeded Maja Leon Berry as Solicitor for Ocean County, upon Judge Berry's appointment as Vice-Chancellor. He advised that he was also Solicitor for the Township of Eagleswood in which is situated West Creek, and he desired to call attention of the Commission to the matter already presented by Judge Berry which was to the effect that it was highly desirous to save the trees on Route 4 through West Creek, especially those which do not fall within a [illegible] foot paved width. He made request that unless some definite action had already been taken, a hearing be given to parties interested, in order that they may further discuss the question of saving these trees. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that Mr. Ewart be informed that the Commission has given very careful consideration to the petition presented by the residents of West Creek and also to the plea made by Chancellor Berry, and any action taken has been entirely upon the advice of the State Highway Engineer as to the construction needs in the locality and the Commission can assure the residents of West Creek that efforts will be made to save as many trees along this highway as it is possible to do under the existing conditions.

Request for Aid-Burlington

The Secretary presented a communication received from the City Clerk of Burlington, New Jersey, advising that the City has determined not to accept the offer of the State Highway Commission toward aiding in the widening of Ashton and Gordon Streets in the City, the Council feeling that other sections of the City were more in need of the expenditure of city funds at this time. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Route 4, Navesink Bridge

The Secretary presented a communication from the Township of Middletown, Monmouth County, requesting the State Highway Commission, if possible, to arrange a temporary pathway for pedestrians over the temporary bridge on Route 4 at Red Bank. State Highway Engineer Sloan informed the Commission that the construction of such a footpath would be impossible on account of the element of danger involved. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that this information be communicated to the Township of Middletown with the advice that for this readon it will be impossible to consider their request at this time.

Right of Way-Connecting Road, Camden

The Secretary presented a communication from Mr. William Finley Brown, Receiver for the N. Z. Graves property on the line of the Connecting Road at Camden, in which communication Mr. Brown advised that the N. Z. Graves Company elects not to remove the buildings and grants the State Highway Commission the right to do so with the understanding that the N. Z. Graves Company is not to be put to any expense therewith. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the communication be received and acknowledged with the advice that the State Highway Commission will assume the obligation of removing such buildings as are located on the line of the highway.

Route 1[illegible]-South

The Secretary presented a communication from Senator J. Gilbert [illegible]orton of Salem County, expressing thanks for the hearing granted the Harding Highway Association on May 26th, and again urging consideration of the paving of the road between Elmer and Pole Tavern. On motion by Mr. Kidde, seconded by Mr. Jelin, the communication was ordered received and placed on file.

Right of Way-Route 1 Extension

The Secretary presented a bill rendered by Thomas A. Ryer for services as ap raiser on properties on Route 1 Extension, being a total of sixty-four lots of $35.00 per lot, in a total amount of $2,240.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the bills presented by Mr. Ryer were ordered paid.

Commissioner Kidde called attention to the fact that he had received information that the Ault & Wiborg Ink Company was ready to negotiate for such of their property as was needed for highway purposes and he suggested that the Right of Way Division arrange a meeting with representatives of that company in the near future. No definite action was taken at this time on this matter.

Taking Over-State Highways

The Secretary presented a resolution from the Borough of Seaside Heights, requesting the State Highway Commission to take over the highway from Camden through Brown's Mills to Toms River as part of the State Highway System and improve the same at the earliest possible moment, in view of the fact that this is now a part of the State Highway System by statute. On motion by Mr. Jelin, seconded by Mr. Stewart, the resolution was ordered received and placed on file.

Invitations

The Secretary presented a communication received under date of May 27th from the Chamber of Commerce of Perth Amboy, inviting the

State Highway Commission to a Merchants & Manufacturers Exposition to be held at the Madison Hotel on May 29th. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and acknowledged with the advice that it was received too late for any of the Commissioners to take advantage of it.

River Road-
Motor Vehicle Aid-Middlesex Co.

The Secretary presented a resolution received from the County of Middlesex advising of the award of contract for the reconstruction of River Road and Landing Lane, to Liddle & Pfeiffer of Perth Amboy, the lowest bidder. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award by Middlesex County for this contract in which there was set up a State share of $55,000 from the Reserve Account.

The Schedule of Business was next taken up item by item as follows with the recommendations of the State Highway Engineer:

Route 2, Section 8,
Bridgeboro-Pensauken Creek

Plans and specifications were reported completed for the reconstruction of Route 2, Section 8, between Bridgeboro and Pensauken Creek, in Burlington County, and advertisement was recommended. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the reconstruction of Route 2, Section 8, between Bridgeboro and Pensauken Creek, Burlington County, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement after approval by the State Highway Engineer.

Route 4, Section 31,
Tuckerton-New Gretna

There was reported the completion of plans and specifications for the construction of Route 4, Section 31, between Tuckerton and New Gretna, in the Counties of Burlington and Ocean, and advertisement was recommended. In this connection, the State Highway Engineer advised that this represented the letting of the last section of the work to be performed between Toms River and New Gretna on Route 4 this season. On motion by Mr. Kidde, seconded by Mr. Jelin, the

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State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route 4, Section 31, Tuckerton-New Gretna section, in the Counties of Burlington and Ocean, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement after approval by the State Highway Engineer.

Bridges-Route 2, M.P. 5.7 and 7.3

There was reported the completion of plans and specifications for the construction of two bridges on Route 2, Section 6, between Bridgeboro and Pensauken Creek at M. P. 5.7 and M. P. 7.3, and advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of two bridges on Route 2, Section [illegible], Bridgeboro-Pensauken Creek at M. P. 5.7 and 7.3 in the County of Burlington, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement after approval by the State Highway Engineer.

Route 20, Section 3, Westville

State Highway Engineer Sloan reported the receipt of the following bids on June 1st for the construction of Route 20, Section 3, in the Borough of Westville, and he recommended award to the Freehold Construction Company, the lowest bidder, at $51,091.87:

Freehold Const. Co.	$ 51,091.87
Union Paving Co.	51,836.20
John F. [illegible]	53,564.32
E. Riley [illegible]	55,227.26
Michael Staub	55,[illegible]7.80
Fish-Rutherford, Inc.	57,771.05
Acchione & Canuso Paving Co.	60,080.10

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution of award:

> RESOLVED, that the contract for the construction of Route 20, Section 3, Borough of Westville, Gloucester County, be and the same is hereby awarded to the Freehold Construction Company of Freehold, New Jersey, on theirs the lowest bid in the amount of $51,091.87, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

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Route 4 Bridges, M.P. 35.3,36.6 & 37.3

There was reported the receipt of the following bids on June 1st for the construction of three bridges on Route 4, Section 28A, and award was recommended to the General Contracting & Construction Company of Trenton, at theirs, the lowest bid of $42,904.50:

General Cont. & Const. Co.........	$ 42,904.50
Michael Staub & Kolyn Const.Co...	59,904.90

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the contract for the construction of bridges on Route 4, Section 28A at M. P. 35.3, 36.6 and 37.3 be and the same is hereby awarded to the General Contracting and Construction Company of Trenton, at theirs, the lowest bid in the amount of $42,904.50, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 5, Sections 8B and 11A.

There was reported the receipt of the following bids on June 1st for the construction of Route 5, Sections 8B and 11A, Great Meadows and Manunka Chunk, and award was recommended to William A. Connell, the lowest bidder at $27,774.50:

William A. Connell...............	$ 27,774.50
Salmon Brothers..................	32,255.80
J.F.Chapman & Son................	33,851.00

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the contract for the construction of Route 5, Sections 8B and 11A, Great Meadows and Manunka Chunk, be and the same is hereby awarded to William A. Connell, at his the lowest bid of $27,774.50, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 7, Freehold

State Highway Engineer Sloan presented to the Commission a proposed realignment of Route 7 through Freehold, which would take the line by way of Park Avenue and eliminate two right angle turns in the municipality, and he recommended that this line be adopted for the State Highway. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the line as presented by the State Highway Engineer and ordered that the same be made part of the State Highway System following its construction.

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Right of Way-Route 3

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel No. 7 on Route 3, Section 13, Absecon-Egg Harbor section, from Samuel J. Patten for the consideration of $3.00.

Right of Way-Route 8

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route 8, Section 6, Newfoundland-Stockholm section, and directed that a letter of thanks be sent:

Parcel No.	Name	Consideration
9	James F. Kimble & Wife	$ 1.00
16	H. A. Post & Wife	1.00
18	Raymond J. Cahill	1.00

Right of Way-Route 9

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following parcels of property on Route 9, Section 16, Bloomsbury Cut-off:

Parcel No.	Name	Consideration
5	Paul Godfrey & Wife	$ 50.00
6 & 6A	Heirs of Taylor Estate	145.00

Right of Way-Route 14

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel No. 39 on Route 14, Section 8, Swainton-Ocean View, from Annie H. Waters for the consideration of $28.95.

Right of Way-Route 15

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel No. 10, Route 15, Section 7, Menantico Creek, from Elsie M. Oliver and Husband, for the consideration of $1.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcels 1, 2 and [illegible] on Route 15, Section 8, Rio Grande-Green Creek section, from the City of Wildwood, for the consideration of $[illegible]48.00.

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Right of Way-Route 16

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel No. 7 on Route 16, Section 5A, Somerville-Royce Valley Section, from Louise Haskins Canfield, for the consideration of $166.00.

Right of Way-Route 20

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #9 on Route 20, Section 1, Glassboro-Clayton section from Sarah L. Palitz for the consideration of $134.00.

Right of Way-Route 4

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #14 on Route 4, Section 30, Tuckerton-Manahawken section, from [illegible] Davis and wife, for the consideration of $4,000.00, the same having been recommended by the State Highway Engineer.

Right of Way-Route 14

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #1A on Route 14, Section 11, Petersburg-Tuckahoe, from Eliza D. Smith and husband, for the consideration of $1,763.70, the same having been recommended by the State Highway Engineer.

Right of Way-Connecting Road

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel No. 1 on the Connecting Road at Camden from Charles D. and Mary A. Heavey, for the total of $7,575.75. The State Highway Engineer called attention to the fact that this was the property which the Commission had directed to be acquired as soon as information had been obtained that building operations were being started by Mr. Heavey on this property.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #64 on the Connecting Road, Section 3, Camden, from Elwood S. Moore and wife, for the consideration of $6,058.00.

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Amboy Bridge-New ✓

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of a change in plan order covering the construction of 65 feet of concrete trestle and deck extending from Pier 55 on the new Amboy Bridge to a point in the fill where it is stable, at an estimated cost of $15,432.50, the same being recommended by the State Highway Engineer.

Right of Way-Route 4 ✓

There was presented to the Commission a report from Mr. Andrew Kirkpatrick, Special Right of Way Agent, on the matter of the acquisition of property on Route 4 through Perth Amboy, in which he advised that he had conducted a public meeting with the property owners and it appeared that they were united in complete unison and would hold out for a figure of $1,000 for a 25 foot frontage with the cost of moving and loss of fences, trees, etc. Commissioner Jelin stated that he had given this matter very serious thought in view of the difficulties being encountered in Perth Amboy, by the fact that the property owners are uniting against the interests of the State and he moved that an offer of $700.00 be made to property owners for a front footage of 25 feet, it being understood that $500. represents the value of the land taken, $100. for inconvenience in removing, and $100. for grading and resetting of fences, etc. This was seconded by Mr. Stewart and adopted.

Encroachments ✓

State Highway Engineer Sloan presented a report prepared by the Superintendent of Maintenance on the matter of encroachments now obtaining within a 30-foot roadway on State Highways. This report presented a total cost for the elimination of all encroachments on all sections of State Highways at $544,585.00; of this amount $33,075.00 was necessary for the elimination on sections which have now a permanent type of pavement. Commissioner Jelin suggested that arrangements be made to start on this work by the preparation of plans for the elimination of encroachments on those routes where the cost at this would exceed $500 and that below this amount the encrouchments be removed at once. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that plans be prepared for the removal of encroachments on improved pavements where the cost of the same would exceed $500 and that steps be taken immediately for the removal of those of less cost than $500.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following changes and additions in the employments as made since the last meeting of the Commission, by the State Highway Engineer:

Employed

5-27-25	Otto F. Seggel,	Title Searcher,	$150.00	mo.
6-3-25	John J. Scheehan,	Br. Const. Insp.	165.00	"
5-25-25	John A. Whitehead,	Rodman,	90.00	"
5-15-25	Geo. R. Acker,	Br. Const. Insp.	175.00	"
6-8-25	Harold E. Lippincott,	Sr. Clerk-Steno.	125.00	"
6-1-25	Thomas W. Matthews,	Jr. Inspector,	125.00	"
6-1-25	Mark T. Dempsey,	" "	125.00	"
5-25-25	H. P. Coddington,	Highway Inspector	155.00	"
5-27-25	Samuel Page,	Junior Inspector	125.00	"
5-27-25	C. L. Thiel,	" "	80.00	"
5-26-25	John McCullough, Jr.	Material Inspector	125.00	"
5-24-25	Enoch Williams,	Bridge Tender,	60.00	"
6-1-25	Edgar Y. Corson,	Rodman,	90.00	"
6-1-25	Frank P. DiRenzis,	"	90.00	"
5-18-25	H. S. Worthington,	Motor Truck Driver,	.45	hr.
5-13-25	Milton Shuster,	" " "	.45	"
5-16-25	Wm. Kraus,	" " "	.45	"
5-16-25	Howard Hamersley,	" " "	.45	"
5-13-25	A. J. Hock,	" " "	.45	"
5-18-25	M. J. Schlickwein,	" " "	.45	"
5-13-25	C. W. Voight, Jr.	" " "	.45	"
5-13-25	F. M. Cummings,	" " "	.45	"
5-26-25	Peter Mitchell,	Mechanic,	.60	"
5-27-25	Chas. Terrio,	Garage Assistant,	.45	"

Salary and Title Change

5-15-25	A. S. Bailey,	Rodman	@ $110.	to	Jr. Insp.	@	$125.	mo.
6-1-25	John G. Eyre,	Jr.Eng.	@ 145.	"	Sr. Drft.	@	165.	"
7-1-25	N.B.Sanwald,	Jr.Insp.	@ 145.	"	Hwy.Insp.	@	155.	"
7-1-25	Wm. S. Brown,	" "	@ 145.	"	" "	@	155.	"

Discontinued Employments

5-25-25	P. J. O'Brien,	Junior Inspector,	Resigned
5-25-25	C. M. Hall,	Highway "	"
5-23-25	R. H. Schneider,	Asst. Civ. Engr.	"

Fredon-Newton Road, Section 2

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance of an agreement and bond by the Public Service Production Company and the County of Sussex in the amount of $18,327.52, for the maintenance of the Fredon-Newton Road, Section 2, for a period of four years from the 15th of December, 1924.

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Maintenance Materials-Morris County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the award of contract by Morris County for maintenance and repair materials, on bids received by the County for 1925.

Clinton-Pittstown Road-
Motor Vehicle Aid-Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Hunterdon County for the Clinton-Pittstown Road, Hunterdon County, Motor Vehicle Aid work.

Township Aid-General

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the cancellation of the following balances remaining in the Township Aid account and directed that these funds be reverted to the general Township Aid Account:

County	Township	Name of Road	Balance
Atlantic	Buena Vista	Lincoln Avenue	$ 0.41
"	Galloway	Great Creek Road, Sec. 2	.03
"	"	Pomona Road	56.64
"	Weymouth	Buena-Tuckahoe, Sec. 3	.04
Burlington	Chesterfield	Crosswicks-Chesterfield, Sec.1	6.59
"	Shamong	Naylor's Corner Road	19.79
"	Springfield	Jobstown-Pemberton	319.62
Camden	Voorhees	Haddonfield-Kresson	583.21
"	Winslow	Walker Road	13.88
Cape May	Lower	Breakwater Road	1.84
"	"	New England Road	.78
"	"	Shunpike Road	22.61
"	Middle	Norbury Landing	55.80
"	"	Cape May Court House-Dias Cr.	129.56
Cumberland	Commercial	Yank Walk	13.90
"	Fairfield	Herring Row	.90
"	Greenwick	Springtown-Roadstown	129.48
"	Maurice River	Eldora-Belleplain	95.03
"	" "	Beislerville Road, Sec. 1	31.64
"	Stowe Creek	Roadstown-Shiloh	155.13
Gloucester	Mantua	Pitman-Richwood	44.66
Mercer	Hamilton	Hobson Avenue	.34
Middlesex	North Brunswick	Mill Lane Road, Sec. 1	33.64
Ocean	Brick	Laurelton-Allen Osborne Br.	17.14
Salem	Alloway	Telegraph Road	.64
"	Pittsgrove	Garden Road	2.21
"	"	Willow Grove Road	16.05
"	Upper Pittsgrove,	Daretown-Woodstown	180.63
Somerset	Bernards	Claremont-Post-Kunhardt, Sec.2	472.67
Warren	Washington	Brass Castle Road	71.87
"	"	Old Turnpike Road	56.62
Balance of Funds - 1924 Account			25.00
		Total -	2,556.40

Township Aid-Morris County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance and final payment of

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Dover-Mt. Freedom, Section 1, Randolph Township, Morris County, Township Aid work.

Township Aid-Mercer Couhty

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance and final payment on Lawn Park Avenue, Lawrence Township, Mercer County, Township and Borough Aid.

Township Aid-Warren County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the acceptance and final payment on the Carpentersville-Alpha Road, Pohatcong Township, Warren County, Township Aid. In connection with this road, the State Highway Engineer explained that since the road had been completed by the contractor, two or three failures in small sections had occurred, but these were not the fault of the contractor and will be taken care of by the Township

Township Aid-Ocean County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the insertion of a rate of $10.00 per day for trucks in the price agreement as heretofore approved on Township Roads in Lakewood, Ocean County.

Township Aid-Monmouth County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission denied the application of Neptune Township, Monmouth County, for the installation of a traffic signal on Route 7 in that municipality, by the recommendation of the State Highway Engineer.

Branch Pike, Motor Vehicle Aid-Burlington County

Commissioner Jelin moved that in view of aid requested by Burlington County on Branch Pike, that the sum of $2,500 be allotted as State Aid from the Motor Vehicle Reserve Account, which will make it necessary for the county to present its plans and specifications, and too, the work subject to the approval by the State Highway Commission. This was seconded by Mr. Stewart and adopted.

Route 7, Section 2.

State Highway Engineer Sloan reported the completion of Route 7, Section 2, Golf Course-Andersons Corner section. On motion by Mr.

Stewart, seconded by Mr. Kidde, this matter was referred to Commissioner Jelin for final inspection and report.

Route 5, Section 13.

Commissioner Jelin reported that he had inspected the completed work on Route 5, Section 13, Budd Lake-Netcong section, which was referred to him at the last meeting and he moved that the same be accepted on the part of the State. This was seconded by Mr. Kidde and adopted.

Route 1 Extension, Newark

Commissioner Kidde presented a newspaper clipping from the Newark Evening News, advising that the Mayor of Newark is planning considerable improvements in connection with the Newark development, and he suggested that under the circumstances the Commission should communicate with Mayor Raymond, in order to determine what plans the City of Newark proposes to make in connection with Route 1 through Newark. Commissioner Jelin suggested that Commissioner Kidde and State Highway Engineer Sloan make an unofficial visit upon Mayor Raymond in order to discuss this informally.

Right of Way-
Route 1 Extension-Jersey City

The Secretary advised that Judge Mark Sullivan, Special Counsel on the matter of the Erie Railroad property on Route 1 Extension, Jersey City, was present to confer with the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was turned into a conference with Judge Sullivan until 5:30 P.M. at which time, on motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned to meet again on Tuesday, June 9th unless sooner convened by the call of the Chairman.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - June 9, 1925

A regular meeting of the State Highway Commission was held in the Commission rooms, Broad Street Bank Building, Trenton, Tuesday, June 9, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde, and Abraham Jelin.

Absent: Percy H. Stewart, on account of illness.

Minutes Approved.

Commissioner Kidde reported having read the minutes of the meeting of May 5th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Commissioner Kidde also suggested that in view of the fact that hearings conducted before the Bright Committee were not part of the regular business of the Commission, that a report be prepared by the Secretary and made part of the records of the Commission.

Right of Way, Route #1, Hackensack Bridge

The Secretary presented a bill rendered by C. F. Kraemer for services in the condemnation of the Bowen tract on Route #1, Lincoln Highway Section, in the amount of $450.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered this bill paid.

Right of Way, Route 1, Extension

The Secretary presented a bill rendered by P. A. Gaddis for services in connection with appraisals on Route #1 Extension through Jersey City, in the amount of $125.00. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered this bill paid.

Right of Way, Route 8, Mountain View

The Secretary presented a bill received from F. B. Fay, Jr., of Mountain View for appraisal services and incidental expenses in the amount of $406.80. On motion by Mr. Jelin, seconded by Mr. Kidde, this bill was ordered paid.

Complaint, Route 5, Budd Lake

The Secretary presented a communication from Assistant Attorney General Coulomb, transmitting a letter from King & Vogt, Attorneys for Frederick H. Man, who owns property on Route #5, at Budd Lake, and who complains that his property is being encroached upon and the highway is being blocked by a car continually standing in one place. On motion by Mr. Jelin, seconded by Mr. Kidde, the communication was ordered referred to the Secretary to give Mr. Coulomb such information as was available in the Department.

Right of Way, Route 9.

The Secretary presented a communication from Assistant Attorney General LeVoe advising that Stephen E. Raptis and Stelios G. Pamfilis on Route #9, Section #11, had agreed to settle their claim for $159.00 and he recommended that the same be accepted. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the payment of $159.00.

Right of Way, Route 10.

The Secretary presented communications from Hon. F. W. LeVoe, Assistant Attorney General, advising that the Condemnation Commissioners on May 29th had made awards for a number of parcels of property on Route #10, Section #1-C, in Fort Lee where it was proposed to obtain the owners figures, and he recommended that the same be paid. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property and payment in accordance with the condemnation awards.

Job	Owner	Condemnation Award
Route 10, Sec. 1-C,	M. A. Best,	$ 187.50
" " " "	Emma McGeorge,	178.21
" " " "	Oscar Millimet,	1245.75
" " " "	James I. Easton,	310.46
" " " "	Mark M. Dintonfass,	52.27
" " " "	Frederick Buz,	58.37
" " " "	Albert Catolan,	641.72
" " " "	Alderick Ouimet,	450.00
" " " "	Daniel McClure,	187.50

The Schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #20, Section #2

The following bids were reported received on June 8th for the construction of Route #20, Section #2, Broad Street, Glassboro, and it was recommended that award be made to Charles T. Kavanagh, lowest bidder at $102,754.50.

Charles T. Kavanagh........................	$ 102,754.50
J. F. McGreevey............................	107,379.32
Freehold Const. Co.........................	110,492.10
E. Riley Mixner Co.,.......................	111,598.92
Benjamin Foster Co.........................	119,472.37
Union Paving Co.,..........................	128,240.24

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #20, Section #2, Broad Street, Glassboro, to Charles T. Kavanagh, at his, the lowest bid received in the amount of $102,754.50, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #9, Section #16

The following bids were reported received on June 8th for the construction of Route #9, Section #16, Bloomsbury Cut-Off and it was recommended that award be made to Richards & Gaston lowest bidders in the sum of $69,977.61,

Richards & Gaston..........................	$ 69,977.61
J. F. Chapman & Son........................	72,197.10
Weldon Cont. Co............................	75,310.35
Korp & Korp................................	77,160.70
Sigafoos & Poore...........................	77,328.25
Michael Staub & Kolyn Const. Co............	80,564.00
R. T. & C. D. Stewart Cont. Co.............	82,815.78
Thomas Sheahan.............................	86,502.95
Arnolt-More, Inc...........................	86,697.50
Tuller Const. Co...........................	91,413.15

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #9, Section #16, Bloomsbury Cut-Off to Richards & Gaston at their's the lowest bid in the sum of $69,977.61, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #16, Section #5-A.

There was reported the receipt of the following bids for the construction of Route #16, Section #5-A, Somerville-Royce Valley Section and recommendation was made for award to the lowest bidder Graham VanKeuren, in the sum of $110,507.25, subject to an equitable arrangement with the Borough of Somerville as to extra work to be done on curbs and wings within the Borough. The State Highway

Engineer explained that a separate bid had been received by the Borough upon this extra work from the same contractor, but that the price received was higher than that furnished to the State. He also advised that the Borough Attorney was willing that the entire work be performed as one contract if legal arrangements could be taken care of.

Graham VanKeuren...........................	$ 110,507.25
Conrad Seabolt	112,036.55
T. J. M. Cont. Co..........................	114,164.64
J. F. Chapman & Son........................	117,848.70
Union Paving Co............................	119,964.64
C. H. Winans Co............................	121,685.79
Korp & Korp................................	123,791.00
R. B. Cahill Co............................	123,446.75

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution subject to the recommendation of the State Highway Engineer:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #16, Section #5-A, subject to the above recommendation of the State Highway Engineer to Graham VanKeuren, at his the lowest bid received in the sum of $110,507.25, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers subject to approval by the State Highway Engineer.

Core Borings, Route 1, Extension

There was reported the receipt of the following bids on June 8th for the making of core borings on Route #1 Extension between Jersey City and Newark, and it was recommended that award be made to P. J. Healey, lowest bidder, in the sum of $17,435.00.

Phillip J. Healey..........................	$ 17,435.00
Osborne Drilling Co........................	23,180.00
Giles Drilling Co..........................	23,989.50
Sprague & Henwood..........................	26,165.00
Pensylvania Drilling Co....................	31,890.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the making of borings on Route #1 Extension between Jersey City and Newark, to P. J. Healey at his the lowest bid received in the sum of $17,435.00, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers on behalf of the State Highway Commission after approval by the State Highway Engineer.

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Right of Way, Connecting Road, Camden

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of parcels #63A and #63B on the Connecting Road, Camden Extension, from the Meadow Land and Improvement Company for the consideration of $1.00.

Right of Way, Route 2.

On motion by Mr. Kidde seconded by Mr. Jelin, the State Highway Commission approved of the purchase of parcel #2 on Route 2, Section #8, Pensauken Creek-Bridgeboro, from F. H. Coles, for the consideration of $1.00.

Right of Way, Route #3

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #83 on Route #3, Section #12, Egg Harbor-Hammonton from Frederick Fieritz, for the consideration of $10.35.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #16 on Route #4, Section #28A, from Joseph Horner, for the consideration of #25.00. In this connection 0.968 of an acre is taken without the formality of a preliminary agreement.

Right of Way, Route 7

On motion by Mr. Kidde seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #30 on Route #7, Section #4, Colts Neck-Jerseyville Road, from Mrs. Aida Yelmoni, for the consideration of $50.00.

Right of Way, Route 8

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #3A on Route #8, at Bridge M. P. 9.1, from Nathan Demott, for the consideration of $30.00.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #14 on Route #8, Section #6, Newfoundland-Stockholm from Maurice Stickle, for the consideration fo $1.00.

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Right of Way, Route #14

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on Route #14, Section #9, Ocean View-Seaville:

Parcel		Consideration
33,	William Combes,	$ 5.70
39,	John D. Stockton,	111.55
50,	Emma Sharp Estate,	8.25
73,	Leon A. Reardon,	186.49

Right of Way, Route #16

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcels #2A and #2B on Route #16 Bridge at M. P. 7.9 near Harlingen, from Charles Staats and Wife for the consideration of $500.00.

Right of Way, Route #4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #4, Cleveland Avenue Extension outside of Perth Amboy in the Township of Woodbridge:

Parcel		Consideration
29,	James P. and Wm. H. Frall,	$ 800.00
28, 28B, and 28C,	Hampton & Edith Cutter,	3,622.50

Right of Way, Connecting Road, Camden

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the agreement for the purchase of Parcel #60 on Section #3 of the Connection Road at Camden, from August H. Schlinkmeier, be referred to Commissioner Jelin for report.

Right of Way, Route #10

State Highway Engineer Sloan resubmitted to the Commission papers, maps and appraisals in the matter of the claim of the Board of Education of Fort Lee for the sum of $2000.00 for property taken on the construction of Route #10, Section #1C. He explained that this land in question was promised to the former State Highway Commission by a representative of the Borough Council for $1.00 but the Board of Education has since refused to convey for nominal consideration. The sum of $2000.00 is considerable in excess of the highest appraisals received. On motion by Mr. Kidde, seconded by Mr. Jelin, the

State Highway Commission directed that a communication be forwarded to the Board of Education of Fort Lee, advising that the State Highway Commission feels that the promises made by the former administration should be kept, and in view of the fact that the line of the road was changed at their urgent request and the promises made in connection with the same, the State Highway Commission is not justified in paying other than a nominal consideration for this property, and would request that the Board of Education make a conveyance to the State.

Right of Way, Route #16

State Highway Engineer Sloan presented to the Commission a report on property to be acquired from the Far Hills Land Corporation on Route #16, Section #3, in accordance with the agreement approved April 15, 1925, which is to be conveyed in two deeds, one of which is to be conveyed direct to Theodore Mellick in order that he may not be cut off from frontage on the highway. The State Highway Engineer explained that since the State Highway Commission had paid $500.00 per acre, there was some question as to whether the conveyance of one acre should be made to Mr. Mellick at $200.00, which he has agreed to pay, On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that Mr. Mellick be advised that the Commission cannot see its way clear to dispose of this property for less than the price paid by the State, namely $500.00, and if he will agree to pay this amount the same will be conveyed at the time the property is taken over.

Abandonment - Route #8.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer for the abandonment of two portions of Route #8, Section #4, between Charlottsburg and Newfoundland in accordance with the following resolution:

> WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions contained in Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route #8 from Montclair to State Line at Unionville by way of Singac, Wayne, Pompton Plains, Butler, Newfoundland, Stockholm, Franklin Furnace, and Sussex, and

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WHEREAS, in the construction and improvement of the said State Highway Route #8, Section 4A, from Charlottsburg to Newfoundland, it has been found desirable to relocate a certain portion of the said Route for the betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE It Resolved, by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route #8, Section #4A, as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route #8, Section #4A and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

Portion #1:
Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route #8, Section #4A of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 78 + 02; thence (1) in a southerly direction a distance of two hundred eleven (211) feet more or less to a point, thence (2) curving to the left for a distance of two hundred sixty-five (265) feet more or less to a point; thence (3) in an easterly direction for a distance of two hundred sixty-nine (269) feet more or less to a point in the said new southerly righ of way lin of Route #8, Section #4A-, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 84 + 48.

Portion #2
Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route #8, Section #4A, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 103 + 55; thence (1) along the center line of the old road its various courses and distance to a point in the new southerly right of way line of Route #8, Section #4A, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 138 + 56.

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Board of Chosen Freeholders of Passaic County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over September 1, 1919, lying outside the limits of the acquired right of way of the new road as constructed between Station 78 + 02 more or less and Station 84 + 48 more or less and between Station 103 + 55 more or less and Station 138 + 56 more or less as shown on plans on file in the offices of the said State Highway Commission, at Trenton, N. J.

Taking Over - Route 3, Section 8

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission, upon recommendation of the State Highway Engineer, direct-

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ed that the portion of Route 3, Section 8, lying in the Borough of Collingswood between Station 1275 plus 35 and station 1282 plus 20, be designated as a State Highway and taken over as part of the State Highway System in accordance with the following resolution:

> WHEREAS, under the provisions of Article 3, Chapter 14, laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways.
>
> NOW, THEREFORE, BE IT RESOLVED, that the following described road or parts thereof be and the same are hereby taken over as a part of State Highway Route 3, according to the Statute in such case, made and provided, viz;
>
> All that certain portion of Route, Section 8, as as constructed, lying between Station 1275 + 35 more or less and the Camden City Line at Station 1282 +20 more or less, a distance of six hundred eighty-five (685) feet more or less, located in the Borough of Collingswood, Camden County, as shown on the plan.
>
> RESOLVED FURTHER, that the proper authorities of Camden County be notified by the Secretary of this Commission of such action and that from and after the date hereof, the said road will constitute part of State Highway Route 3 and that this Commission will be responsible for the improvement and maintenance of the road described above.
>
> BE IT FURTHER RESOLVED, that the County of Camden be requested to file with the State Highway Department within thirty (30) days of the date hereof, any agreement or copies of franchises that they may have with any public utilities, or any other company, firm, individual or corporation, effecting the construction, maintenance, or use of the above described road.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following additions and changes as made in the employments by the State Highway Engineer since the last meeting of the Commission:

Employed

6/8/25	Edw. W. Kilpatrick, Jr.		Rodman,	$ 90.00	mo.
6/9/25	Harold J. Sklarew, Jr.		"	90.00	"
6/1/25	Arthur Domaratius,		Jr. Engineer,	125.00	"
6/8/25	Augustus J. Lanning,		Engineer Drft.	135.00	"
6/16/25	Philip J. Costello,		Brid. Const. Insp.	165.00	"
6/3/25	R. W. Bailey,		Rollerman,	150.00	"
6/2/25	John Hinkle,		"	150.00	"
6/8/25	Wm. Bahr,		Lab. Assistant,	90.00	"
6/8/25	Margaret E. Hickey,		Clerk-Typist,	80.00	"
6/8/25	Theodore Banks,		Asst. Test. Chem.	125.00	"
6/1/25	J. C. Coughlin,		Jr. Engineer,	125.00	"
6/9/25	L. S. Downs,		Asst. Test. Chem.	125.00	"
6/10/25	L. W. Cohen,		Lab. Assistant,	90.00	"
6/1/25	A. L. Hilaman,		Brid. Tender,	25.00	"
6/1/25	Ottavia Galassi,		Maintenance Man,	100.00	"
6/1/25	Louis Whilden,		Motor Truck Driver,	.40	hour
6/1/25	Arthur Waite,		" " "	.45	"
6/1/25	Joseph E. Panzner,		" " "	.45	"
6/3/25	Claude Martin,		" " "	.45	"
6/1/25	John H. Brearley,	from	" " "	.45	" to
			Rollerman	150.00	mo.

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Discontinued Employments

6/2/25	P. J. O'Brien,	Jr. Inspector,	Resigned.
6/4/25	C. M. Hall	Highway Inspector,	Discharged.
6/4/25	J. A. Jones,	Jr. Inspector,	"
5/31/25	Chas. Freehan,	Maintenance Man,	Laid Off.
6/15/25	H. B. Davenport,	Resident Engr.	Resigned.

Federal Aid, Route 18-North
Section 1.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved Federal Aid Project Agreement #75 for Route #18-North, Section #1, in the Borough of Alpine, Bergen County.

Sussex-Coleville Road - Motor Vehicle Aid, Sussex County

There was presented a resolution from the Board of Freeholders os Sussex County advising that it is the sense of that Board to begin the construction of the Sussex-Coleville Road during the season of 1925 and complete same by July 1, 1926. The State Highway Engineer explained that this resolution has been adopted in view of the action taken previously by the State Highway Commission's approval of the County maintenance schedule, on condition that this road be constructed this year. He recommended that the resolution be accepted by the Commission. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the form of resolution adopted by Sussex County authorized that the records ve changed in order to show that Sussex County is permitted to enter upon the construction of the Sussex-Coleville road in 1925 and to complete same not later than July 1, 1926.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Sussex-Coleville Road, Sussex County, Motor Vehicle Aid.

Motor Vehicle Aid, Branch Pike - Burlington County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for Branch Pike, Moorestown River Road to Route #2 in Burlington County, Motor Vehicle Aid work.

Clinton Avenue, Motor Vehicle Aid, Essex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved award of contract for Clinton Avenue, West

June 9, 1925.

Caldwell Borough, Essex County, Motor Vehicle Aid work.

Cedar Brook Road, Motor Vehicle Aid, Camden County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance and final payment on Cedar Brook Road, Camden County, Motor Vehicle Aid work.

Township Aid, Monmouth County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Middletown-New Monmouth Road, Middletown Township, Monmouth County, Township Aid.

Township Aid, Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment on Reading or Station Avenue, Upper Township, Cape May County Township Aid.

Township Aid, Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Barbertown-Delaware Line Road, Kingwood Township, Hunterdon County, Township and Borough Aid.

Township Aid, Ocean County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the following Ocean County Township Aid work: Lexington Avenue, Lakewood Township; Clifton Avenue, Lakewood Township, and County Line Road, Lakewood Township, all Ocean County, Township Aid work.

Township Aid, Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Mountain Avenue, Princeton Township, Mercer County, Township Aid, this carrying an extension of time to the date of completion.

Township Aid, Hunterdon County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an allotment of $1,000.00 from the Township Aid cancellation fund to Kingwood Township, Hunterdon County.

June 9, 1925.

Township Aid, Mercer County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an allotment of $1,500.00 from the cancellation fund on Lawn Park Avenue, Lawrence Township, Mercer County, as payment of the State's share for extra work.

Township Aid, Sussex County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved an extension of time to June 15, 1925, for the completion of the Tranquility-Andover Road, Green Township, Sussex County, Township Aid work.

Township Aid, Warren County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved a resolution of Knowlton Township, Warren County, changing the route as shown on the original application for Township Aid from Kinney's Lane-Bruglar's Crossing to Kinney's Lane via Lower Road.

Motor Vehicle Aid - Request for Aid - Bergen County

Commissioner Kidde presented a communication which he had received from J. E. Thier, Supervisor of Roards of Bergen County, calling attention to the work to be done on Shaler Boulevard, Columbia and Broad Avenue in the Boroughs of Ridgefield and Palisade Park, which would be a total of $491,000.00, and it was suggested that the State set aside the sum of $50,000.00 for these projects from the Motor Vehicle Reserve Account, or deduct the same from the State Highway funds set aside for Route #17 improvement between Hackensack and Rutherford. Mr. Thier also advised that he had been instructed by the Board of Freeholders to give his undivided attention the acquiring of right of way on Route #17 between Hackensack and Rutherford.

Mr. Kidde advised that he had visited the Borough of Ridgefield in accordance with Commission authority, and he had met Mr. Thier on the ground and he had been assured that just as soon as the line is laid out by the engineering Forces of the Department the County will proceed to acquire the necessary right of way; also the County had already announced a preliminary appropriation of $25,000.00 toward such work. He informed the Commission that he could see no merit in taking the funds set up for Route #17 and placing them upon county road improvements, since it was proposed to commence work on Route #17 as soon as possible, and the money would be needed; also, the improvement of these county roads was important since they were main county arteries. He moved that the commission approve an allotment to the County of Bergen of $25,000.00 from the Motor Vehicle Reserve Account toward the improvement of Shaler Boulevard and Broad and Columbia Avenues in the Boroughs of Ridgefield and Palisade Park, and that the County be advised that the minds of the State Highway Commission are thoroughly set to put through the Hackensack improvement as soon as possible and urge upon the County full cooperation with the various parties by acquiring the land as soon as possible. This was seconded by Mr. Jelin, and adopted.

Route #7, Section #2.

Commissioner Jelin reported having inspected the completed work on Route #7, Section #2, and moved that the same be accepted and final payment authorized. This was seconded by Mr. Kidde and adopted.

Conference, Newark

Commissioner Kidde reported that he had been in communication with the Mayor's office at Newark relative to fixing a time for a conference concerning Route #1 through Newark, and he had been advised that the Mayor is anxious to cooperate with the Commission in its work and that a time will be fixed in the near future for a conference.

Hearing, Board of Commerce & Navigation

Commissioner Kidde also advised that he had been visited by a member of the Board of Commerce and Navigation concerning the proposed War Department hearing to be held on July 10, on the matter of bridges over the Hackensack and Passaic Rivers, which highways will carry two or three times the tonnage as is now transported over these bridges.

East Landis Avenue, Vineland.

The State Highway Engineer presented a report on the request of the Borough of Vineland for aid in the reconstruction of East Landis Township will contribute $25,000.00 and Cumberland County the balance, or approximately $55,000.00; and it was recommended that the State Highway Commission approve of a proposition whereby thirteen feet of pavement will be placed on each side of the trolley track portion, bids to be received for reinforced concrete and bituminous concrete, the trolley company to repair the pavement within their area and a full width pavement to be placed on that section where there are no trolley tracks existing.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved this recommendation, the County and Township to be advised accordingly.

Maintenance Materials - 1925.

There was presented a report from the Superintendent of Maintenance on bids received for paint on June 8th with recommendation for award of contract for 3,250 gallons of ready mixed white lead paint to the A. Wilhelm Company of Reading Pa., at their price of $2.19 per gallon, On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract for 3,250 gallons of ready mixed white lead paint at $2.19 per gallon, as recommended.

There was submitted a report of bids received for supplying 500 gallons of red lead ready mixed paint and award was recommended to the International Compositions Co. Inc., of Union, New Jersey at $3.87 per gallon. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract for 500 gallons of red lead ready mixed paint at $3.87 per gallon, as recommended.

There was presented report of bids received for the furnishing of 400 gallons of ready mixed black graphite paint with recommendation that award be made to the Amalgamated Paint Company of Jersey City at $1.25 per gallon. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract for 400 gallons of ready mixed black graphite paint at $1.25 per gallon, as recommended.

Right of Way, Route 1, Extension

The Secretary announced that Judge Mark Sullivan was present for conference on the matter of the Erie Railroad property on Route #1 Extension at Jersey City. On motion, duly seconded, a conference was granted. Following this conference a statement was issued to the press to the effect that an agreement has been reached with the Erie Railroad Company and Commissioner Kidde moved the adoption of the following resolution:

> RESOLVED, that the proposed agreement between the Erie Railway Company, the Penhorn Creek Railway Company, the Erie Land and Improvement Company, the Long Dock Company, and the State Highway Commission of the State of New Jersey, a copy of which has been filed with the records of the State Highway Department, be and the same is hereby approved and ratified and the Chairman and Secretary are hereby authorized to execute the same on behalf of the State Highway Commission.

This was seconded by Mr. Jelin, and adopted.

Route 1 Extension, Section #2,
Jersey City.

State Highway Engineer Sloan informed the Commission of the completion of plans and specifications for the construction of Section #2 of Route #1 Extension in Jersey City between the New Jersey Junction Railroad and Oakland Avenue, a lenght of approximately 1,600 feet, and he recommended that the same be advertised for bids to be received on July 6th. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the plans and specifications for the construction of Section #2 on State Highway Route 1 Extension, said section being situated between the New Jersey City, a length of about 1600 feet, be and the same are hereby approved, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for bids to be received on July 6, 1925.

Right of Way - Route 1, Extension

State Highway Engineer Sloan informed the Commission that it would now be necessary to obtain an agreement with the New Jersey Junction Railroad Company whereby the proposed viaduct can cross their tracks.

Construction Engineer Lavis informed the Commission that he had already received an imformal agreement on the matter and that upon formal action by the Commission arrangements could be made to have a final contract drawn.

Commissioner Kidde therefore moved that the matter of obtaining an agreement with the New Jersey Junction Railroad Company be taken up at once in order that a formal record of the same may be had. This was seconded by Mr. Jelin and adopted.

The Commission next recessed for lunch at 2:00 P. M., tomeet again at 3:00 P. M. The meeting was reconvened at 3:00 P. M. with the same members present as at the morning session.

Route #5, Blackwell St., Dover.

The Secretary informed the Commission that a delegation from the Town of Dover on Route #5 were present and desired a hearing. On motion duly seconded, a hearing was granted. There appeared Mr. William Hosking, Mayor, Mr. Bassett, Mayor-Elect, and other representatives of the municipality. Mr. Hosking informed the Commission that their appearance was due to the fact that traffic conditions on Blackwell Street, Dover, were unbearable, due to the fact that the road had been opened for sewer connections and it was very essential that some other outlet for through traffic be found. He advised that a public hearing on the matter of moving the main highway from Blackwell St., which is now the public Street, was largely attended, and it was the unanimous opinion that the through traffic must be taken off the Street.

State Highway Engineer Sloan informed the Commission that he had gone over this matter very thoroughly with the local authorities of Dover and he had advised that there was a new route which the Department had in mind but which he could not recommend on account of the great in crease in cost over the Blackwell Street, line, unless the Town and County could join in the work.

Mr. Hosking advised that he had taken this matter up with the County authorities and they state that there are absolutely no funds this year from which they could share in the improvement. The Town itself, he advised, has been taxed tremendously for schools, sewer system and water supply.

Mr. Bassett advised the Commission that if it was undertaken to improve Blackwell Street as a State Highway the money would be spent thereon with an existing trolley track, and there would be nothing gained in the situation for traffic because the traffic must be gotten through the Town on the width available. He advised that the Town was very anxious to see this improvement go through but had no finances to help.

Commissioner Kidde advised the State Highway Commission was in practically the same situation, there being many demands upon the State purse and no funds with which to do all the work contemplated.

Mr. Bassett stated that he was authorized to say that the County or municipality would assume full control of the repairs on Blackwell Street, would furnish right of way and give the State Highway Commission $50,000.00 toward the work.

Chairman Scott advised that the Commission were in sympathy with the plans proposed and he believed that the people of Dover should tell their difficulties to the people of Bloomsbury, where ernest efforts were made to complete the road through the main street.

State Highway Engineer Sloan advised that hei recommendation would be that the State do the work on the new line if the Town or County would guarantee a cash allotment to the State of $100,000.00 and would assume Blackwell Street and furnish the rights of way.

Mr. Bassett stated that the municipality was doing everything in its power when it made an offer of $50,000.00. This matter was argued pro and con for sometime with the result that the proposition was left wide open to be taken up poin the further request of the State Highway Commission.

Lighting, Amboy Bridge.

The State Highway Engineer presented the agreements to be entered into with the Public Service Electric Company for the lighting of the New Amboy Bridge.

Commissioner Kidde reported that he had reviewed these contracts, which have been revised by the Public Service Electric Company in accordance with his suggestions, and he moved that the same be approved subject to the State Highway Engineer ascertaining what the Public Service Electric Company had in mind regarding the furnishing of double service to this bridge through two connections, so that one may be used for emergency purposes at any time. This was seconded by Mr. Jelin and adopted.

Gen. H. L. Scott

Commissioner Kidde offered the felicitations of the Commission to Chairman Scott on the occasion of the Fiftieth Anniversary of his graduation from West Point Academy.

June 9, 1925.

Mr. A. W. Muir

Commissioner Jelin moved that a letter of congratulation be forwarded to Superintendent of Maintenance Muir on the occasion of his marriage.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting adjourned at 5:15 P. M., to meet in regular session again on Tuesday, June 16, 1925, at 10:30 A. M.

Respectfully submitted,
A LEE GROVER,
Secretary.

MINUTES OF MEETING - June 15, 1925.

A regular meeting of the State Highway Commission was held in the Commission rooms, Broad Street Bank Building, Trenton, Monday, June 15, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Mr. Percy H. Stewart.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meetings of May 12th, May 15th and May 19th and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Albany Street Bridge - Route 1

The Secretary presented a communication received by Chairman Scott from the New Brunswick Boat Club, advising that the contractor on the Albany Street Bridge has failed to complete all the necessary work according to agreement with the Boat Club for its equipment on the Bridge. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this letter be referred to the State Highway Engineer in order that the matter might be taken up with the contractor to urge upon him the completion of everything in a satisfactory condition to the Boat Club and that the Boat Club be advised of this action.

Route #4, Detour

The Secretary presented a communication received by Chairman Scott from the New Jersey Automobile & Motor Club, suggesting that men be placed at the detour in Red Bank on Saturdays and Sundays during the construction of the Navesink River Bridge, in order to relieve congestion. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission authorized the State Highway Engineer to determine upon the necessity for such extra detour men and if he decides that traffic will be relieved by such appointments, he is hereby empowered to employ such men and give them the necessary police power or negotiate with the City of Red Bank to this end.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer.

Route #4, Rahway - Perth Amboy

Plans and specifications were reported completed for the construction of Route #4 between Rahway and Perth Amboy and advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route #4 between Rahway and Perth Amboy, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

North Branch River Bridge, Route 9, M. P. 29.6

There was reported the completion of the North Branch River Bridge on Route 9 at M. P. 29.6 in satisfactory condition and recommendation was made for final payment. Commissioner Jelin reported having inspected this bridge and moved that the same be accepted on behalf of the State. This was seconded by Mr. Kidde and adopted. The State Highway Engineer explained that a question had arisen between the contractor and the State Highway Department relative to final payment on this work, the contractor claiming that the contract was a lump sum bid and hence he was entitled to the full amount of his bid, whether or not all the items were placed in the work, while the State could point to a section in the contract which called for increase or decrease in quantities in accordance with estimates and unit prices. He advised that in view of this a compromise had been arranged with the contractor whereby he would be paid a sum of $1,300.00 for water-proofing on the bridge but would not be paid for the full amount of steel in the estimate.

Commissioner Kidde moved that the recommendation of the State Highway Engineer be accepted and the final payment made to the contractor on the North Branch River Bridge. This was seconded by Mr. Jelin and adopted.

Route 5, Section 12.

There was reported the completion of Route 5, Section 12, Netcong-Canal Culvert Section and final acceptance was recommended after inspection. On motion by Mr. Jelin, seconded by Mr. Kidde, this work was referred to Commissioner Kidde for final inspection.

June 15, 1925.

Abandonment, Route #8, Section 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved an abandonment of one portion of Route #8, Section #4, Smith's Mills-Charlottsburg, in accordance with the following resolution:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions contained in Chapter 14, Laws of 1917 a certain road or roads known as State Highway Route #8 from Montclair to State Line at Unionville by way of Singac, Wayne, Pompton Plains, Butler, Newfoundland, Stockholm, Franklin Furnace, and Sussex, and

WHEREAS, in the construction and improvement of said State Highway Route #8, Section #4 from Smith's Mills to Charlottsburg it has been found desirable to relocate a certain portion of the said route for the betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route #8, Section #4 as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route #8, Section #4 and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new northerly right of way line of Route #8, Section #4 of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 30 + 10 thence (1) in an easterly direction a distance of sixty-eight (68) feet more or less to a point; thence (2) curving to the right for a distance of two hundred forty-three (243) feet more or less to a point; thence (3) in a southeasterly direction a distance of one hundred forty-eight (148) feet more or less to a point in the said new northerly right of way line of Route #8, Section #4, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 34 + 62.

BE IT FURTHER RESOLVED, that a notice of this vacation be sent to the Board of Chosen Freeholders of Passaic County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over September 1, 1919 lying outside the limits of the acquired right of way of the new road as constructed between Station 30 + 10 more or less and Station 34 + 62 more or less, as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

June 15, 1925.

Request for Aid, City of Trenton

There was presented a communication from the City of Trenton, requesting aid in the improvement of Stuyvesant Avenue, Trenton, from Whittlesey Road westerly, basing their claims upon the fact that at the end of Stuyvesant Avenue there are several State Institutions which will be served by this road.

Commissioner Kidde moved that the communication be received and that the City of Trenton be advised that in view of the fact that it appears to be a purely local improvement the State Highway Commission cannot aid in the work. This was seconded by Mr. Jelin and adopted.

Rejection of Plans, Atlantic Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission rejected plans and specifications for the construction of a road from Dorset Place Bridge running on Grand Avenue over a new right of way to West End Avenue at the Atlantic City-Ventnor Line in Atlantic County, due to lack of funds.

Exhibits, State Highway

The Secretary presented a communication from the Department of Conservation & Development, inviting the State Highway Commission to again send an exhibit to the Flemington Fair, August 25th to 29th, inclusive, and to the Atlantic County Fair, September 3d to 5th, inclusive. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a suitable exhibit be arranged to include specimans of core borings taken by the core drill machine, in order that the public might be advised of the means taken to insure value for the money spent.

C. M. Hall

Chairman Scott at this time informed the Commission that he had received a communication from Senator Borton of Salem County in behalf of C. M. Hall who was laid off as Inspector on the Absecon Boulevard, and he advised that he was dictating a letter that the State Highway Commission cannot allow itw personal feelings to enter into this situation and it cannot see its way clear to reinstate Mr. Hall as Inspector.

June 15, 1925.

Employments

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

6/16/25	P. J. O'Brien,	Rodman,	$110.00 mo.
6/15/25	A. V. K. McGee,	Laboratory Assistant	90.00 "
6/1/25	L. E. Sharp,	Rollerman,	150.00 "
6/10/25	Joseph Ryan,	Jr. Inspector,	125.00 "
6/10/25	John L. Shurts,	" "	125.00 "
6/10/25	JOhn F. Monahan,	" "	125.00 "
6/10/25	Ralph L. Bloor,	" "	125.00 "
6/11/25	R. R. Kane,	Mechanic,	.65 hr.
6/4/25	Gustave Gerloch,	"	.65 "
6/1/25	Winthrop Hardgrow,	"	.70 "
6/11/25	Joseph P. Bogdan,	Garage Assistant,	.45 "
6/11/25	Thomas E. Robinson,	" "	.45 "
6/3/25	Paul Hitchner,	Motor Truck Driver,	.45 "
5/25/25	John Langley,	" " "	.40 "
5/25/25	Warren Dilmore,	" " "	.45 "
6/1/25	Felix Tasso,	" " "	.40 "
5/26/25	Lewis Hand,	" " "	.40 "
6/2/25	W. H. Craw,	" " "	.55 "
6/8/25	Albert Franchetto,	" " "	.40 "

Salary & Title Change

6/16/25	L. S. Buzby,	Sr. Draftsman, at	$140. to Asst. Civil Engr. 165. per month.
6/16/25	F. J. Gaven,	Jr. Engineer, at	$145. to Asst. Civil Engr. 165. per month.
6/16/25	G. H. Pilkington,	Jr. Engineer, at	$150. to Asst. Civil Engr. 165. per month.
6/16/25	Geo. P. Dunn,	Engr. Draftsman, at	$ 135. to Asst. Civ. Engr. 165. per month.

Increase

7/125	F. I. Shoemaker,	Asst. Civil Engineer,	$175. to $185. mo.

Discontinued Employments

6/16/25	A. C. Fox,	Designing Engineer.	Resigned.

Federal Aid, Route #4, Section #29

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Agreement #73 for Route #4, Section #9, Barnegat-Manahawken.

State Aid, Sussex County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Sussex County on Fredon-Stillwater Road, Section #1, State Aid work.

June 15, 1925.

Township Aid, Ocean County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Comission approved specifications for Prospect Street and Ridge Ave., Lakewood Township, Ocean County, Township and Borough Aid.

Right of Way, Connecting Road, Camden

Commissioner Jelin reported that he had inspected the August H. Schlinkmeier property on the Connecting Road at Camden, and he would recommend that the purchase of the same be approved by the Commission. He therefore moved that Parcel #60 on the Connectine Road at Camden, Section #3, be purchased from August H. Schlinkmeier for the consideration of $12,000.00. This was seconded by Mr. Kidde and adopted.

Detour, Route #4

State Highway Engineer Sloan reported to the Commission that in the construction of the road between Rahway and Perth Amboy it would be necessary to install a detour and he would recommend the adoption of the following detour for traffic during the construction of Route #4 between Rahway and Perth Amboy:

> Beginning at the intersection of Route #4 and Route #1 in Rahway; thence (1) southwesterly over Route #1 to Iselin; thence (2) southeasterly to Woodbridge, crossing Route #4; thence (3) in a southerly direction following a road parallel to Route #4 to a point on Route #4 near the Spa Spring Bridge.

Major Sloan also recommended that in view of the narrow road between Woodbridge and the Spa Spring Bridge, the Township of Woodbridge be given aid to the amount of $5,000.00 for the maintaining of King George's Road to Fords and the road from Fords to Perth Amboy in proper condition to take such travel as cannot be accommodated on the detour above described. On motion by Mr. Jelin, seconded by Mr. Kidde, this recommendation was adopted.

Signals

The Secretary presented a communication from the City of Rahway, advising of a proposed installation of traffic signals and requesting aid from the State toward such installation, in view of the fact of the great amount of State Highway traffic to be accommodated. Commissioner Kidde stated that he did not believe the State Highway Commission could go into the matter of traffic signals and devices and that this was a matter of purely local importance for each municipality to take care of as its means will allow, and he moved that the application be denied. Commissioner Jelin suggested that this matter be held up until Commissioner Stewart is present, since it is a matter concerning Union County. This was seconded by Mr. Kidde and adopted.

Signals

State Highway Engineer Sloan informed the Commission that he had attended the first meeting held by the League of New Jersey Municipalities, looking toward the devising of uniform traffic regulations and signals, but it appeared that there was no comprehensive plan in hand from which to work, and it was suggested that principles first be worked out prior to the local details which would be taken care of at another meeting.

The Secretary informed the Commission that bids had been advertised to be received on several State Highway projects, and Chairman Scott ordered the meeting recessed for the receiving of bids.

Ringoes-Flemington Road, Hunterdon County

The following bids were received by the Board of Freeholders of Hunterdon County sitting with the State Highway Commission, for the construction of the Ringoes-Flemington Road in Hunterdon County:

Korp & Korp	$ 251,910.04
Public Service Production Co.	254,623.81
Jannarone Cont. Co.	271,076.76
E. Riley Mixner Co.	273,251.30
Conrad Seabolt	276,353.75
C. H. Winans Co.	277,058.26
Michael Staub	277,743.21
J. F. McGreevy	283,234.00
Wm. Eisenberg	287,809.80
Union Paving Co.	296,455.30

Hackensack River Bridge, Route 1

The following bids were received for the construction of the Hackensack River Bridge and the removal of temporary structure on Route #1, Lincoln Highway Section:

Stillman-Delehanty-Ferris Co.	$ 774,998.36
Frederick Snare Corp.	897.065.00
Merritt-Chapman & Scott	969,336.10

Entrance Road, - Camden
Connecting Road- "

The following bids were received for the extension of Route #2, #3 and #6 to the Delaware River Bridge in Camden:

June 15, 1925.

Michael Staub & Kolyn Const. Co.	$ 413,391.60
Comerford Const. Co.	426,185.18
C. F. Seabrook Co.	432,226.04
J. F. Chapman & Son..........................	552,439.70
H. C. Ambler,................................	560,000.00
E. Riley Mixner Co...........................	935,744.69

Bids were also received for asphaltic oil and lignin binders to be used on gravel road maintenance.

Ringoes-Flemington Road,
Hunterdon County

The State Highway Commission next went into regular session and the Secretary presented a communication from the Hunterdon County Board of Freeholders, advising that they have approved the award of contract for the Flemington-Ringoes Road to Korp & Korp at its low bid in the sum of $251,910.04. State Highway Engineer Sloan recommended to the Commission that approval be given to the award as made by Hunterdon County. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the award of contract for the Flemington-Ringoes Road, Hunterdon County, as approved by the Hunterdon County Board of Freeholders, to Korp & Korp of Phillipsburg, N. J. at their's the lowest bid in the amount of $251,910.04, be and the same is hereby approved, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sing the necessary contract after approval by the State Highway Engineer.

Hackensack River Bridge, Route 1

State Highway Engineer Sloan recommended to the Commission the award if contract for the Hackensack River Bridge reconstruction at M. P. 57.8, Route #1, Lincoln Highway Section to Stillman-Delehanty-Ferris Co., at their low bid in the amount of $774,998.36. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the reconstruction of the Hackensack River Bridge at M. P. 57.8 on Route #1, Lincoln Highway Section, and the removal of the temporary structure, to Stillman-Delehanty-Ferris Company of Jersey City at their low bid of $774,998.36, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

June 15,1925.

Entrance Road - Camden
Connecting Road-Camden

State Highway Engineer Sloan recommended to the Commission the award of contract to Michael Staub & Kolyn Construction Company low bidders for the grading of the Delaware River Bridge Approach, extension of Route #2, #3, and #6 in the City of Camden, in the amount of $413,391.60.

> RESOLVED, that the State Highway Commission does hereby make award of contract for the grading of the Delaware River Bridge Approach; extension of Routes #2, #3 and #6 in the City of Camden, to Michael Staub & Kolyn Construction Co., at their's the lowest bid received in the amount of $413,391.60, and
>
> BE IT FURTHER RESOLVED, thatthe Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Maintenance Materials - Highway

State Highway Engineer Sloan reported that it would not be possible to record the asphaltic oil bids until the next meeting, but he reported that M. R. Young of Trenton was the lowest bidder for the supply of lignin binder and he recommended that award by made in a total amount of $36,664.01. Commissioner Kidde stated that in view of the fact that there were only two bids for this work, he did not believe this was sufficient competition to grant the placing of such a large contract and he suggested that the matter be held over until Commissioner Stewart could be present. He moved that this matter be laid over until the next meeting. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was adjourned at 2:00 P. M., to meet in regular session on Wednesday, June 24th at 10:00 A. M., it being the purpose of the Commission to adjourn promptly at noon on that day.

Respectfully submitted,
A LEE GROVER,
Secretary.

MINUTES OF MEETING - June 23, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, June 23, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percey H. Stewart, Walter Kidde and Abraham Jelin.

Request for Aid, Monmouth County

The Secretary announced that Senator William A. Stevens of Monmouth County, together with a delegation representing Willow Drive, Little Silver Township, were present for a conference. This conference was held immediately thereafter. Senator Stevens informed the Commission that Township Aid was desired for Willow Drive in Little Silver Township, as soon as same became available. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that record be made that it is the sense of the State Highway Commission that when the Township Aid applications are considered for approval, the Commission is favorable to granting $10,000.00 from the Township Aid account toward the improvement of Willow Drive, Little Silver Township.

Detours - Route #4.
Route #4, Rahway - Perth Amboy

The Secretary announced that Senator Morgan F. Larson, together with a delegation from Woodbridge Township, was present on the matter of aid granted by the Commission at its last meeting to Woodbridge Township for the improvement of King Georges Road, which will be used to handle excess traffic on the detour during the construction of the Rahway-Perth Amboy Road, which is now advertised.

The Township officials informed the Commission that the sum of $5,000.00 as originally set up would not be sufficient to properly provide for this maintenance work and it could not consider widening the roadway which would involve and expenditure of approximately $40,000.00. After further consideration Commissioner Jelin moved that an additional allotment of $5,000.00 be made to Woodbridge Township, making a total allotment to date of $10,000.00 as aid to the Township in maintaining King Georges Road during the construction of Route #4, between Perth Amboy and Rahway.

Senator Larson also advised that the Woodbridge officials were desirous of having Route 4 through Woodbridge paved a full 40 feet in order that they might place curbs and gutters. State Highway Engineer Sloan informed the Commission that plans were prepared for 29 feet of pavement with proper grading to a 40-foot width, but that no concrete would be laid beyond 29 feet. The Commission proposed that the municipality arrange for the extra width and curbing and the State would supply the drainage necessary for this extra width.

The Township officers advised that the Committee would take this matter up with the local people to determine what their opinion was regarding this and make answer to the Commission.

Widening-Route 4,
Trees - " "

The Secretary informed the Commission that Senator T. A. Mathis of Ocean County was present and desired a hearing. On motion, duly seconded, a hearing was granted. Senator Mathis appeared and advised that he appeared for the towns of Manahawken and West Creek where the width graded is 40 feet. This necessitates the removal of a great number of valuable trees and also will bring the highway to the steps of the property now fronting on the road. He advised that a 30 foot roadway had been completed in Forked River and he could see no reason why it was necessary, at this time, to grade the highway beyond the 30 feet.

State Highway Engineer Sloan informed the Commission that it was the purpose to grade Route 4 between Rahway and Absecon to a width of 40 feet wherever possible at this time, and in view of the possibility of securing these 40 feet through Manahawken and West Creek without a great expense to the State, the plans had been prepared accordingly. However, in Forked River, where there existed curbs and sidewalks, the property damage would, at this time, be very considerable if a 40-foot width was adopted, but it was anticipated as soon as it was possible and the funds were available, that the roadway in Forked River would be widened to 40 feet.

Senator Mathis stated that he could see the wisdom of preparing for future traffic, but that if the traffic could be conveniently carried for a number of years over a 30-foot roadway, the Commission should alter its plans.

June 23, 1925.

The Commission advised that the State Highway Engineer would be instructed to do the best that can be done to keep the residents on Route 4 friendly with the Commission.

Accidents

Commissioner Kidde called attention to an accident reported to him on Route 4, below Toms River, where there was a driveway provided along side the work, and this particular party had ruined two new tires to a value of $70.00 by spikes which are driven to hold forms for concrete and are not protected. He stated that provision is made in other states for this protection and he suggested that the State Highway Engineer make some arrangements whereby traffic will be protected from driving too close to the road forms.

Mountain Avenue, Hackettstown

The Secretary advised that a delegation from Hackettstown was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared Mr. Sharp, President of the Town Council, Mr. Smith, Chairman of the Street Committee, and Mr. Stratmeyer of the Finance Committee. Mr. Sharp advised the Commission that the conditions now existing on Mountain Avenue, Hackettstown, which is marked as a section of State Highway Route 5,are appalling, since it carries the immense amount of traffic going across the State to the Water Gap and has been completely worn out. He urged that since this road was marked as part of the State Highway System it be taken over by the State for maintenance or reconstruction. He estimated the traffic to be in excess of 4,000 vehicles per day over week ends.

State Highway Engineer Sloan informed the Commission that several weeks ago he hed recommended that this highway be taken over as part of the State Highway System for maintenance with a view that when a proposed cut-off connecting Routes #12 and #5 was constructed, this section could then be abandoned and returned to the municipality.

Commissioner Kidde stated that he believed that there should be no delay in constructing the cut-off and that the State Highway Commission should not spend its funds in maintenance and improvement of what he considered to be a local improvement. He stated, however, that if the County ormunicipality desired to undertake the reconstruction of this road, a liberal amount of State Aid should be granted, in view of the State Highway traffic which is carried thereon.

Commissioner Jelin remarked that the State Highway Commission should remove its markers if it does not intend to maintain this road as part of the State Highway System.

Commissioner Kidde stated further that if the Town would proceed to reconstruct this road at once, he would be favorable to granting $25,000.00 as State Aid toward the work.

Commissioner Jelin also advised that he would be favorable to granting $25,000.00 State Aid if they would proceed with this work at once, but that no formal action could be taken until a proposition came from the Town authorities.

Mr. Sharp advised that this would be taken up immediately and that information would be returned to the Commission.

Mathis Highway-
Proposed State Highways.

The Secretary presented a copy of the Ocean County Review for the date following the meeting at Browns Mills, which was attended by Chairman Scott and Commissioner Jelin, where the people of Camden, Burlington and Ocean Counties assembled to request the taking over of the Mathis Highway between Camden and Toms River. This newspaper article was written in a manner which would indicate that the State Highway Commission had pledged itself to immediately take over and provide the funds for this highway. Chairman Scott informed the Commission that such statements were never made and the Secretary read from a stenographic report of the meeting the exact statements made by Chairman Scott and Commissioner Jelin, in which both had advised that the State Highway Commission is favorable to taking this highway into the State Highway System just as soon as funds are provided for its maintenance and reconstruction, and directed that their efforts be turned toward the Legislature where such funds are derived.

Publicity

The Secretary presented a copy of publicity received by Chairman Scott from the American Automobile Association, stating the attitude of the Association in the matter of Motor Vehicle moneys, in that they urged that these moneys be retained exclusively for reconstruction and maintenance of highways.

Route 10, Bluff Road

The Secretary presented a form of deed to be signed by the State Highway Commissioners reconveying property on Bluff Road, Route 10, to Charles W. Godfrey for the sum of $600.00. On motion, duly seconded the Commission authorized the deed to be signed and the same was immediately executed.

Right of Way-Route 8

The Secretary presented a bill received from Hon. Henry G. Hershfield of Pompton Lakes, for services in the matter of the Forsburg right of way proceedings on Route 8, in the amount of $350.00. On motion by Mr. Stewart, seconded by Mr. Jelin, this bill was ordered paid.

Right of Way-Route 12

The Secretary presented a bill received from Hon. Henry G. Hershfield for services in the matter of Redman & Crews right of way proceedings on Route 12 at Little Falls, in the amount of $150.00. On On motion by Mr. Stewart, seconded by Mr. Jelin, this bill was ordered paid.

Right of Way-Route 10

There was presented a bill from Harry W. Brenner for the appraisal of lands of Oscar [illegible] on Route 10, in the amount of $150.00. On motion by Mr. Jelin, seconded by Mr. Stewart, this bill was ordered laid over.

The Secretary presented a bill from Harry W. Brenner for appraisals on nine parcels of property on Route 10, in a total of $450.00. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission ordered that this bill be laid over.

Signs

There was presented a communication from Miss H. R. Holloway, Chairman of the Wild Flower Preservation Committee of the Plainfield Garden Club, requesting permission for the posting on highways by the Boy Scouts with a sign reading "Spare the Flowers". Chairman Scott stated that the Commission had consistently refused permission for the placing of signs on State Highways on the grounds that they were a source of confusion to the traveler in not being able to discern whether they are cautionary or directionary signs, and for this reason he would suggest that these signs be permitted on private property and in wooded sections.

Commissioner Stewart advised that he had informed Miss Halloway as to the Commission's attitude regarding signs in the past.

Commissioner Kidde moved that Miss Halloway be advised as to the statements of Chairman Scott, which makes it necessary to deny the application for placing these signs on State Highways, but that the Commission is in deep sympathy with the purpose of the Association and suggests that they arrange to place these signs on private property in wooded sections where people are prone to seek for wild flowers. This was seconded by Mr Jelin and adopted.

Lighting-Amboy Bridge

The Secretary presented a communication received by Commissioner Kidde from the Public Service Electric & Gas Company, with further reference as to the possibility of securing service from two substations for the Amboy Victory Bridge, advising that at the present time there are two services available but the two feeders are not tied together and it is entirely feasible to connect up with a second service without necessitating the making of two solid connections. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that this communication be acknowledged and that the information contained in this letter be given to the Engineer in charge of the bridge operation for information in case of emergency. Commissioner Kidde also suggested that if possible extra cable be kept on hand in order that the same might be used in emergency.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was recessed for lunch at 1:00 P. M. to meet in regular session again at 2:30 P. M. The meeting was reconvened at 2:30 P M. with the same members present as at the morning session.

Right of Way-Route 1 Extension

The Commission immediately went into conference for one-half hour with Judge Mark Sullivan, Special Counsel in the matter of Route 1 Extension through Jersey City. No definite action was taken at this time.

June 23, 1925.

Route 5, Blackwell St., Dover

The Secretary informed the Commission that a delegation from Dover, New Jersey, was present to again take up the question of the paving of Route 5 through Dover. On motion, duly seconded, a hearing was granted. There appeared Mayor Hosking and Mr. Bassett of Dover.

Mayor Hosking advised that the Town Council had gone very thoroughly into the question of raising funds to meet the State's requirements for carrying the road outside of Blackwell Street and after a public meeting, in which there was only one dissenting voice, the Board of Aldermen has agreed to give the State $75,000.00 in addition to furnishing right of way on the westerly end if the State Highway Commission will adopt the proposed line outside of Blackwell Street, Dover.

State Highway Engineer Sloan advised that his recommendation had been that if the Town or the County would become responsible for the maintenance of Blackwell Street, Dover, immediately and would furnish all the necessary right of way for the new line and would contribute the sum of $100,000.00 as aid to the State toward the work, then the State should take over the new line around the Town of Dover.

Commissioner Stewart inquired as to the bonded indebtedness of the Town and whether it would not be possible for the Town to secure the full $100,000.00 for the work. Mr. Stewart inquired also as to the difference in cost between the two lines and the State Highway Engineer advised that the total cost of the outside line would run above $800,000.00, while the cost of Blackwell Street Street, Dover, would be approximately $500,000.00. He advised that with approximately $200,000.00 worth of aid from the Town, it would still leave the outside line at a cost of $300,000.00 in excess of the Blackwell Street line, and he was prepared to recommend that this expenditure be made from the next year's funds if legislation could be secured by the Town of Dover which would permit the abandonment of the Blackwell Street, Dover, line for the new line; since the Blackwell Street line is in excess of two miles and the present legislation will not permit the abandoning of any sections of road in excess of two miles.

Commissioner Stewart stated that he felt that this was a very large amount of money for the Commission to spend for the improving of this condition, also it appeared to be the only direct line across the State in that particular section.

State Highway Engineer Sloan informed the Commission that the Town of Dover was unwilling to widen Blackwell Street a fifty foot width, and there also exists trolley tracks and considerable parking by the public in front of stores.

Commissioner Stewart suggested that some drastic measures be taken to eliminate the parking on Blackwell Street whereby considerable width could be saved to the traffic.

Commissioner Jelin then stated that if the condition was to be improved immediately, in view of the uncertainty in the change of legislation, the Commission should proceed at once with the improvement of Blackwell Street.

Mr. Bassett informed the Commission that he did not feel that the Commission should drop the matter of the outside route from consideration, and he inquired whether the Commission would consider it in the event the Town could find the $100,000.00 as recommended by the State Highway Engineer.

Commissioner Stewart stated that he could not see any justification at the present time for the expenditure of so much money and he desired an opportunity to think the matter over before making any decision.

Chairman Scott then stated that the matter be allowed to stand as at present and it would be given consideration by the State Highway Commission. He expressed appreciation for the manner in which the authorities of Dover had negotiated with the Commission, and whatever decision was reached was to be communicated to the Town, it being the desire to accomplish something satisfactory to the State as a whole and to the local people at as little expenditure of the State's money as possible.

The schedule of business was next taken up item by item as follows, with the recommendations of the State Highway Engineer.

[illegible]

[illegible]

The [illegible] Dover, New Jersey, [illegible] paving of Route [illegible] was granted. [illegible]

[illegible]

[illegible]

[illegible]

[illegible] Town of Dover [illegible] street, Dover, [illegible] is in excess of two mil[illegible] will not permit the abandoning of any se[illegible] two miles.

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June 23, 1925.

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Mayor Hosking advised that the Town Council had gone very thoroughly into the question of raising funds to meet the State's requirements for carrying the road outside of Blackwell Street and after a public meeting, in which there was only one dissenting voice, the Board of Aldermen has agreed to give the State $75,000.00 in addition to furnishing right of way on the westerly end if the State Highway Commission will adopt the proposed line outside of Blackwell Street, Dover.

State Highway Engineer Sloan advised that his recommendation had been that if the Town or the County would become responsible for the maintenance of Blackwell Street, Dover, immediately and would furnish all the necessary right of way for the new line and would contribute the sum of $100,000.00 as aid to the State toward the work, then the State should take over the new line around the Town of Dover.

Commissioner Stewart inquired as to the bonded indebtedness of the Town and whether it would not be possible for the Town to secure the full $100,000.00 for the work. Mr. Stewart inquired also as to the difference in cost between the two lines and the State Highway Engineer advised that the total cost of the outside line would run above $800,000.00, while the cost of Blackwell Street street, Dover, would be approximately $300,000.00. He advised that with approximately $200,000.00 worth of aid from the Town, it would still leave the outside line at a cost of $300,000.00 in excess of the Blackwell Street line, and he was prepared to recommend that this expenditure be made from the next year's funds if legislation could be secured by the Town of Dover which would permit the abandonment of the Blackwell Street, Dover, line for the new line; since the Blackwell Street line is in excess of two miles and the present legislation will not permit the abandoning of any sections of road in excess of two miles.

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The schedule of business was next taken up item by item as follows, with the recommendations of the State Highway Engineer.

June 23, 1925.

Route 2, Section 8.

There was reported the following bids received on June 22nd for the resurfacing of Route 2, Section 8, Bridgeboro to Pensauken Creek, and recommendation was made for award to the low bidder, the Union Paving Company in the sum of $83,028.27.

Union Paving Company.........$	83,028.27
Joseph F. Burke..............	83,671.90
E. Riley Mixner Co...........	91,395.46
Standard Bitulithic Co.......	97,831.76

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the resurfacing of Route 2, Section 8, Bridgeboro to Pensauken Creek, to the Union Paving Company at their's, the lowest bid in the sum of $83,028.27, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 4, Section 31

There was presented a report of the following bids received for the construction of Route 4, Section 31, Tuckerton-New Gretna, and recommendation was made for award to Michael Staub, the low bidder, in the sum of $303,510.42.

Michael Staub...................$	303,510.42
Public Service Production Co.....	321,847.65
J. F. Chapman & Son..............	329,459.55
Union Paving Company.............	330,672.27
Sutton & Corson Co...............	337,198.95

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 31, Tuckerton-New Gretna, to Michael Staub, the low bidder in the sum of $303,510.42, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route 2, Bridges, M.P. 5.7 and 7.3

There was presented a report of the following bids received for the construction of two bridges at M. P. 5.7 and 7.3 on Route 2, Section 8, and the State Highway Engineer recommended to the Commission that in view of the unsatisfactory financial statement furnished by the low bidder, he would recommend that award be made to the Chester Valley Construction Company, the second low bidder in the amount of $21,705.41:

John M. Everett	$ 17,183.65
Chester Valley Const. Co.	21,705.41
Hill Const. Co.	27,044.20

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of two bridges at M. P. 5.7 and 7.3 on Route 2, Section 8, to the Chester Valley Construction Company in the sum of $21,705.41, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Maintenance Materials-Highway

There was presented a report of bids received on June 15th for the furnishing of asphaltic oil grade SCO on State Highway Route 18, South of the Ocean City Bridge Road. After a comparison of base prices, freight rates and the cost of application, it was recommended that award of contract be made to the Earle Lansdell Company for furnishing and applying 237,105 gallons of asphaltic oil grade SCO at their unit price per gallon f.o.b. plant of $.0675 or a total base price of $9,254.60, the freight amounting to $1,583.57 and the application amounting to $2,252.25. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the award of contract for asphaltic oil grade SCO as recommended by the State Highway Engineer to the Earle Lansdell Company for the price named above.

Commissioner Kidde then asked a comparison of these bids with that of Glutrin, or lignin binders, as advertised for and as recommended for award to Maurice Young, of Trenton.

State Highway Engineer Sloan advised that a proportion of the Glutrin is to be used for the treatment of shoulders and also on roads which are to be reconstructed within the next three years and for this reason he did not believe it economy to place SCO on these sections at this time. He advised that his recommendation at the last meeting had been for award of contract for lignin binders to Morris R. Young of Trenton at his price of $36,664.01.

Commissioner Kidde then inquired as to the question regarding the fact that there were only two bidders on the lignin binders. State Highway Engineer Sloan advised that this product was produced in quantity by only two companies and, therefore, the competition was necessarily limited, also the prices received by the State were lower than any of those received by any of the counties this year.

Commissioner Jelin advised that he had also gone very thoroughly into the question of competition and had ascertained that prices had been given by another producer to several prospective bidders but that no bids were submitted by them.

Commissioner Stewart stated that unless there was something equally as good and the price was not exorbitant, the recommendation of the State Highway Engineer should be adopted.

Commissioner Jelin stated that the opportunity for readvertising in an effort to gain additional competition was passing since it would take four weeks for another bid and the traffic would not get the benefit of glutrin treatment and he therefore moved that the contract for lignin binder be awarded to M. R. Young, of Trenton, at his, the lowest bid received, in a total amount of $36,664.01. This was seconded by Mr. Stewart and adopted.

Route #15, Menantico Creek Bridge

There was reported the completion of the Menantico Creek Bridge at M. P. 13.2 on State Highway Route #15, and the State Highway Engineer advised that the same was completed in a satisfactory condition. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the Menantico Creek Bridge at M. P. 13.2 on State Highway Route #15.

Right of Way, Connecting Road, Camden

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on the Connecting Road, Section #3, Camden:

Parcel	Name	Amount
59	Albertos M. K. Maldeis,	$ 1.00
74	Ben Leon,	200.00
78	Merchantville Holding Co. Inc.	1.00

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Right of Way-Route 3.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel 29 on Route 3, Section 11, Hammonton-Berlin section, from Raffaele Grasso and Carolinea Grasso, for the consideration of $1.00 plus the filling of portion of the property conveyed to the level of the highway at the time of the widening of the easterly side of the highway.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcels Nos. 16 and 16A on Route 3, Section 12, from Dr. A. B. McMullen, for the consideration of $265.60.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #65 on Route 3, Section 13, Absecon-Egg Harbor, from Annie [illegible] Scuttle, widow, for the consideration of $11.00.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 4, Section 20A:

Parcel No.	Name	Amount
22	Annanian C. Wilbert, Jr.	$ 10.00
24 & 24A	" " " "	15.00

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel No. 6 on Route 4, Section 28, Barnegat-Waretown section, from George W. Haden for the consideration of $15.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route 4, Section 30, Tuckerton-Manahawkin section:

Parcel No.	Name	Amount
5	Walter J. Westover & wife,	$ 180.00
12	Louise J. [illegible], widow,	125.00

Right of Way-Route 7

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcels Nos. 16 and 16A on Route 7, Section 4, Colts Neck-Jerseyville Road, from Theodore G. Rowe and wife for the consideration of $10.00.

Right of Way-Route 9

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcels Nos. 1 and 1A on Route 9, Section 16, Bloomsbury Cut-off, from Robert Tinsman for the consideration of $1.00 with the understanding that the wood from the trees to be cut down is to be delivered to Mr. Tinsman.

Right of Way-Route 14

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel No. 52 on Route 14, Section 8, Swainton-Ocean View section, from Edwin A. Harte, for the consideration of $200.00.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcels Nos. 58, 58A and 58B on Route 14, Section 9, Oceanview-Seaville, from Eliza L. Smith, for the consideration of $200.00.

Right of Way-Route 15

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #1 on Route 15, West Creek Bridge, M. P. 24.7, from J. Reid Chambers, for the consideration of $165.00.

Right of Way-Route 16

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel No. 9 on Route 16, Section 5A, Somerville-Royce Valley section, from Theresa Woodruff and husband, for the consideration of $1.00.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase agreement for Parcel No. 3 on Route 4, Section 26, from George T. Farrier, widower, for the consideration of $450.00.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following purchase agreements on Route 4, Cleveland Avenue Cut-off in Perth Amboy:

Parcel No.	Name	Amount
2A & 2B	Edwin Nelson,	$ 3,600.00
19	Ralph A. Bullis,	416.00
21	John Kniubas,	4,500.00
23A & 23B	Sol. R. Kelsey,	2,500.00

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Right of Way-Route 9

On recommendation of the State Highway Engineer, Commissioner Jelin moved that an offer of $450.00, same being the highest appraisal, be made to F. H. Cline, for Parcels Nos. 4 and 4A on Route 9, Section 16, Bloomsbury Cut-off and in the event of refusal that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 9, Section 16, ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel 4, Easement 4A

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the east and lands now or formerly of Robert Tinsman on the west with the proposed northerly right of way line of State Highway Route 9, Section 16, distant thirty-three (33) feet normally from the proposed center line at Station 12 plus 2[illegible].19, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 9, Section 16, property to be acquired from Frank H. Cline, Greenwich Township, Warren County, Scale 1" equals 50', March 1925", and running;

Thence (1) along said proposed northerly right of way line, North sixty-nine degrees, three minutes East (N 69° 03' 00"E) a distance of seven hundred eleven and eighty-[illegible] one-hundredths (711.[illegible]) feet to a point of curvature at Station 19 plus 40.0[illegible];
Thence (2) still along said proposed northerly right of way line in an easterly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway, on the arc of a curve to the left with a radius of 1113.28 feet, a distance of three hundred ten and eighty-nine one hundredths (310.89) feet to a point of tangency at Station 22 plus [illegible].10;
Thence (3) still along said proposed northerly right of way line, North fifty-three degrees, three minutes East (N 53°03'00"E) a distance of one hundred eighty-nine and nine-tenths (189.9) feet to point of curvature at Station 24 plus 50.00;
Thence (4) still along said proposed northerly right of way line, in an easterly direction, on the arc of a curve to the right with a radius of 98[illegible].37 feet, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway a distance of one hundred fifty and seventeen one-hundredths (150.17) feet to a point of compound curvature at Station 25 plus 95.16;
Thence (5) still along said proposed northerly right of way line in an easterly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway on the arc of a curve to the right with a radius of 606.69 feet, a distance of eighty-one and five-tenths (81.5) feet to a point in the dividing line between lands of grantor on the west and lands now or formerly of Paul Godfrey on the East, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway, at Station 26 plus 72.23;
Thence (6) along said dividing line, South five degrees, seven minutes, forty seconds East (S 5°07'40"E) a distance of sixty-eight and seventy-eight one-hundredths (68.78) feet to a point in the proposed southerly right of way line, distant thirty-three (33) feet normally from the proposed center line of said State Highway, at Station 2652.82

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Thence (7) along said proposed southerly right of way line, in a westerly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway, on the arc of a curve to the left with a radius of 540.69 feet, a distance of fifty-four and thirty-four one-hundredths (54.34) feet to a point of compound curvature at Station 25 plus 95.16;

Thence (8) still along said proposed southerly right of way line, in a westerly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway, on the arc of a curve to the left with a radius of 922.37 feet, a distance of one hundred forty and fifteen one-hundredths (140.15) feet to point of tangency marked P.C. 24 plus 50.00 on said plan;

Thence (9) still along said proposed southerly right of way line, South fifty-three degrees, three minutes West (S 53°04'00"W) a distance of one hundred eighty-nine and nine-tenths (189.9) feet to a point of curvature marked P. T. 22 plus 60.10 on said plan;

Thence (10) still along said proposed southerly right of way line, in a westerly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway on the arc of a curve to the right with a radius of 1178.28 feet, a distance of three hundred twenty-nine and thirty-two one-hundredths (329.32) feet to a point of tangency marked P.C. 19 plus 40.00 on said plan;

Thence 11) still along said southerly right of way line, South sixty-nine degrees, three minutes West (S69°03'00"W) a distance of four hundred fifty and twenty-one one-hundredths (450.21) feet to a point in the dividing line between lands of grantor on the East and lands now or formerly of Nelson Deemer on the West, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 14 plus 89.79;

Thence (12) along said dividing line, North twenty-five degrees, forty-seven minutes West (N25°47'00"W) a distance of twenty and twelve one-hundredths (20.12) feet to a corner, distant twelve and ninety-five one-hundredths (12.95) feet normally from the proposed center line of said State Highway, at Station 12 plus 68.10;

Thence (13) still along said dividing line, South sixty-seven degrees, fifteen minutes, thirty-six seconds West (S67°15'36"W) a distance of two hundred fifty-six and fifty-five one hundredths (256.55) feet to a corner of lands of grantor on the northeast and lands now or formerly of Nelson Deemer on the southeast, lands now or formerly of Robert Tinsman on the northwest, and lands now or formerly of Mathias Awitner on the southwest, distant twenty and ninety-six one-hundredths (20.96) feet normally from the proposed center line of said State Highway, at Station 12 plus 61.76;

Thence (14) along the dividing line between lands of grantor on the east and lands now or formerly of Robert Tinsman on the West, North twenty-four degrees, thirty-nine minutes West (N24°39'00"W) a distance of fifty-four and seven one hundredths (54.07) feet to the point and place of beginning;

CONTAINING one and one hundred fifty-two one-thousandths (1.152) acres, be the same more or less, exclusive of existing roadway;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right of way lines, distant thirty-three (33) feet each side of the proposed center line, extending from the lands now or formerly of Robert Tinsman and Nelson Deemer on the West to the lands now or formerly of Paul Godfrey on the East, as shown on said plan hereto attached;

TOGETHER with the right to discharge water to the Musconetcong River over lands of grantor, South and adjacent to the Highway, from pipes or culverts to be constructed at about Stations 16 plus 30, 20 plus 40, 26 plus 50, as shown on said plan hereto attached.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $450.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

This was seconded by Mr. Stewart and adopted.

Right of Way-Entrance Road, Camden

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution of condemnation for the acquisition of Parcels Nos. 67 and 68 on Section 3, Entrance Road, Camden, Approach to the Delaware River Bridge, from Mr. Charles Durachansky in view of the fact that he is confined to the Asylum for the Insane.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Section 3, Entrance Road, Camden, ALL that certain lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 67

BEGINNING in the westerly line of Chandlers Avenue, one hundred eighty (180) feet southerly from the southwest corner of Chandlers Avenue and Union Street and running;

Thence (1) along the dividing line between lands of grantor and Joseph Cramer North fifty-six degrees, fifty-nine minutes, forty seconds West (N56°-59'40"W) eighteen and four-hundredths (18.04) feet to the northerly right of way line of the proposed Connecting Road;

Thence (2) along said northerly right of way line parallel with and forty (4) feet distant from the proposed center line of said highway, North sixty degrees, fifty-two minutes, fifty seconds East (N60°52'50"E) twenty-two and sixty-two hundredths (22.62) feet to the dividing line between lands of grantor and Joseph Cramer;

Thence (3) along said dividing line South fifty-six degrees, fifty-nine minutes, forty seconds East (S56°40"E) seven and forty-six hundredths (7.46) feet to the westerly line of Chandlers Avenue;

Thence (4) along said westerly line South thirty-three degrees twenty seconds West (S33°00'20"W) twenty (20' feet to the place of beginning;

CONTAINING two hundred fifty-five (255) square feet be the same more or less;

INTENDING TO CONVEY that part of lot number eighteen, Block H, on a plan of First Addition to Highland recorded in the office of Register of Deeds of Camden County, that lies within the right of way lines of the proposed Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway: the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

Parcel No. 68

BEGINNING in the westerly line of Chandlers Avenue one hundred sixty (160) feet southerly from the southwest corner of Chandlers Avenue and Union Street and running:

Thence (1) along the dividing line between lands of grantor and Charles Durachansky North fifty-six degrees, fifty-nine minutes, forty seconds West (N56°59'40"W) seven and forty-six hundredths (7.46) feet to the westerly right of way line of the proposed Connecting Road;

Thence (2) along said westerly right of way line, parallel with and forty (40) feet distant from the proposed center line of said highway, North sixty degrees fifty-two minutes, fifty seconds East (N60°52'50"E) fifteen and ninety-five hundredths (15.95) feet to the westerly line of Chandlers Avenue;

Thence (3) along said westerly line of Chandlers Avenue, South thirty-three degrees twenty seconds West (S33°00'20"W) fourteen and one tenth (14.1) feet to the place of beginning;

CONTAINING fifty-three (53) square feet be the same more or less;

INTENDING TO CONVEY that part of lot number sixteen (16) Block H, on the plan of First Addition to Highland recorded in the office of the Register of Deeds of Camden County, that lies between the right of way lines of the proposed Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway, the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of the said lands and premises.

Right of Way-Route 4

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $500.00 be made to the Cedar Point Land Company for Parcel No. 1 on Route 4, Section 16A, Toms River Cut-off, and in the event of failure to accept, that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 4, Section No. 16A, Toms River Cut-off, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 1

BEGINNING at a point formed by the intersection of the dividing line between the Borough of Beachwood on the East and the Township of Berkeley on the West, with the dividing line between lands of New Jersey Southern R. R. (C.R.R. of N.J.) on the South and the lands of Cedar Point Land Company on the North, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Section 16A, Property to be acquired from Cedar Point Land Company, Berkeley Township, Ocean County, Scale: 1" = 50', November 1924" and running;

Thence (1) along said dividing line, being also the proposed southwesterly right of way line of State Highway Route 4, Section 16A, North twenty degrees, forty-eight minutes and forty seconds West (N20°48'40"W) a distance of nine hundred four and thirty-one one-hundredths (904.31) feet to a point of curvature distant thirty (3) feet southwesterly from the proposed center line of said State Highway, at Station 2589+27.35, as shown on afoermentioned plan;

Thence (2) still along said dividing line and said proposed southwesterly right of way line, in a northwesterly direction along the arc of a curve to the left with a radius of 3844.83 feet, a distance of five hundred thirty-two and two-tenths (532.20) feet to a point at the shore of Toms River;

Thence (3) along a radius to the curve of said center line of said State Highway, North sixty-one degrees, fifteen minutes and twenty-nine seconds East (N61°15'29"E) a distance of sixty-three (63) feet to a point in the proposed northeasterly right of way line;

Thence (4) along said right of way line in a southeasterly direction, along the arc of a curve to the right with a radius of 3907.83 feet, a distance of five hundred forty and ninety-three one-hundredths (540.93) feet to a point of tangency distant thirty-three (33) feet northeasterly from the proposed center line of said State Highway;

Thence (5) still along said right of way line, South twenty degrees, forty-eight minutes forty seconds East (S20°48'40"E) a distance of eight hundred sixteen and eighty-two one-hundredths (816.82) feet to a point of curvature, distant thirty-three (33) feet northeasterly from the said proposed center line of said State Highway, at Station 2581 plus 10.53 - 2581 plus 09.67;

Thence (6) still along said proposed new northerly right of way line in a northwesterly direction, along the arc of a curve to the left with a radius of 922.37 feet, a distance of fifty-nine and fourteen one-hundredths (59.14) feet to a point in the dividing line between the Borough of Beachwood on the South and Berkeley Township on the North;

Thence (7) along said dividing line, South forty-five degrees. thirty-three minutes and twenty seconds West (S45°33'20"W) a distance of seventy and eighty-three one-hundredths (70.83) feet to the point and place of beginning;

CONTAINING two and sixty-three one-thousandths (2.063) acres, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the lands of the New Jersey Southern R. R. (C.R.R. of N.J.) and the proposed northeasterly right of way line, parallel to and thirty-three (33) feet northeasterly from the proposed center line of said State Highway, extending from the lands now or formerly of Mary South on the South to the shore of Toms River on the North, as shown on said plan hereto attached.

IT IS HEREBY UNDERSTOOD AND AGREED that the cash consideration hereinabove agreed to is to be considered by both parties hereto as payment in full to the grantor, his heirs, lessees, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement, with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

There was presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, transmitting a letter received from Judge Hicks, Attorney for the Robert E. Lee Morgan Estate, advising that Mr. Morgan will execute a quit claim deed providing there is reversion in the case the land is not used for public purposes. On motion by Mr. Stewart, seconded by Mr. Kidde, this communication was ordered referred to Mr. Jelin for attention, since it is the purpose of the Commission to acquire property in fee wherever it is obtained for highway purposes.

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Right of Way-Entrance Road, Camden

The Secretary informed the Commission that he had received word that Vice Chancellor Backes had approved of the sale of the property of the N. Z. Graves Co. Inc. to the State for the Entrance Road at Camden, subject to an affidavit from the appraisers that the amount is a fair one for the property. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Right of Way Division be instructed to secure suitable affidavits which will satisfy the Court and to prepare the necessary deeds in order to complete negotiations in this matter.

Right of Way-Route 3

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that an appeal be made in the case of Edward L. Brearey condemnation, where there was an award of $475.00 for property on Route 3, Section 11, Berlin-Hammonton section, in view of a communication received from Division Engineer Williams.

Alloway Creek Bridge-Route 6

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission accepted a grant of riparian rights from the State Board of Commerce & Navigation as necessary for the construction of the Bridge over Alloway Creek on Route 6, Section 1[illegible], Salem County for the consideration of $45.00.

Entrance Road, Camden Bridge Approach

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the execution of an agreement and authorized the Chairman to sign same covering construction of an undercrossing of the Camden Bridge Boulevard between the tracks of the United New Jersey Railroad & Canal Company and the Pennsylvania Railroad, whereby the State will bear the expense of a bridge over the tracks for the railroad in return for the right to construct and maintain a highway over and across the right of way of the railroad and for which the State will pay the railroad the sum of $5,0[illegible].00, and upon the completion of the work in consideration of further maintenance of the bridge by the railroad company.

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Complaints-Route 4

There was presented a communication received from Mr. Daniel Doran concerning protection to traffic at the unction of State Highway Route 4 and the Long Branch Boulevard.

There was also presented a report from the Maintenance Division advising that this intersection is amply wide and open if traffic observes the ordinary rules of the road, and the greatest danger on this road lies to cars passing North on Monmouth Road, and there is already a flashing signal located approximately 400 feet South of the intersection and a sign post marked "Dangerous Curve" approximately 250 feet South.

State Highway Sloan informed the Commission that in his opinion the State Highway Commission has fulfilled all its obligations regarding traffic at this point and no further need exists for additional signs. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the report of the Maintenance Division be forwarded to Mr. Doran with the recommendation of the State Highway Engineer that he believes the obligation of the State Highway Commission be fulfilled to the traveling public at this location.

Route 20, Section 2, Glassboro

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved an agreement to be entered into with the Borough of Glassboro on Route 20, Section 2, covering cost of extra width of pavement to be paid for by the Borough at the time the State Highway work is proceeded with.

Route 9, Dunellen

There was presented a communication from the Mayor of Dunellen, advising that the Town is ready to proceed with the paving of three blocks running from Madison Avenue to Jackson Avenue on Route 9.

State Highway Engineer Sloan recommended to the Commission that this improvement be carried out, provided the Public Service Railway Company will contribute $1.00 a square yard, amounting to $4,205.00, and that the Borough will contribute 50% of the remainder, and the State to contribute the balance of 50%; the total remaining cost estimated to be $24,167.25. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State

Highway Engineer and authorized the preparation of plans and specifications and advertisement for the construction work at the earliest possible moment after satisfactory negotiations are completed.

Sidewalks-Route 13

State Highway Engineer Sloan reported that the authorities of Lawrence Township have advised that they propose to construct sidewalks between the Trenton City Line and Lawrenceville on Route 13, and have requested that the State provide sidewalks across bridges and culverts which lie within this distance. He advised that the estimated cost of sidewalks on one side of these bridges is approximately $8,000.00 and due to the heavy traffic on the highway and especially the pedestrian traffic which is following the rapid building up of this district, that he would recommend that this work be done. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer.

✓ Flemington-Ringoes Road

State Highway Engineer Sloan reported to the Commission that there was available approximately $80,000.00 of funds from the amount originally set up for the construction of the Flemington-Ringoes Road, in view of the low bid received on the project and he recommended that the County of Hunterdon be permitted to declare an emergency existing for the extension of this route to Ringoes in order that the balance of the funds may be placed on highway construction in that territory.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the authorities of Hunterdon County be notified that if they may declare an emergency and enter into a contract with the present contractor at his bid prices for the extension of the project, the Commission will be willing to have the remaining funds applied on the work.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes, and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

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Employed

6-8-25	Wm. D'Arcy,	Office Boy	$ 40.00	mo.
6-17-25	Floyd Wood,	Highway Inspector	155.00	"
7-1-25	George Vogel,	Clerk-Typist	80.00	"
6-15-25	Leonard R. Bridadier,	Rodman	75.00	"
6-15-25	Max Ellis,	"	90.00	"
7-1-25	Jacob H. Melick,	Junior Inspector	125.00	"
7-15-25	Wm. F. Dittig,	Asst. Civil Engineer	165.00	"
6-22-25	A. E. Schenck,	Rodman	90.00	"
6-16-25	Warren P. Harned,	"	90.00	"
6-8-25	Paul T. Cranston,	Chainman,	60.00	"
6-11-25	Francis S. Mahedy,	Jr. Engineer	125.00	"
6-15-25	Benjamin Solway,	Laboratory Assistant	90.00	"
6-22-25	John B. Jacobs,	" "	90.00	"
6-23-25	Wm. Aronson,	" "	90.00	"
6-15-25	Patrick Henry,	Cost Clerk	100.00	"
6-22-25	M. E. McNatt,	Key Punch Operator	100.00	"
6-25-25	John V. Danko,	Levelman	150.00	"
7-1-25	Samuel E. Bullock,	Asst.Civ.Eng.to Sr.Drfts.	160.00	"
7-1-25	John G. Eyre,	Sr. Drfts.	165.00	"
7-1-25	Irving B. Thomas,	" "	200.00	"
5-25-24	L. E. Sharp,	Mechanic	.60	hr.
6-16-25	Paul T. Buffin,	Motor Truck Driver	.45	"
6-8-25	Frank Cahill,	" " "	.45	"
5-26-25	Thomas Capano,	" " "	.40	"
6-10-25	John M. Collis,	Mechanic	.65	"
6-18-25	Raymond Brown,	Garage Assistant	.50	"
6-5-25	John Bradle,	Motor Truck Driver	.40	"
6-3-25	Nathaniel Frankel,	" " "	.45	"
6-9-25	Leonard Walker,	" " "	.40	"
6-2-25	Walter Demeritt,	" " "	.40	"
5-26-25	Joseph Lapin,	" " "	.45	"
6-8-25	Norman Findlay,	" " "	.45	"
6-15-25	Elmer R. Burchell,	" " "	.40	"
6-15-25	Wilmer Eisenbrey,	" " "	.45	"
6-15-25	Joseph Crouthamel,	" " "	.45	"

Salary and Title Change

6-16-25	George W. Pearson,	Junior Inspector at Highway Inspector at	$ 135.00 155.00	mo. to "
7-1-25	John H. Hulse,	Engineering Drfts. at Senior Drfts. at	125.00 150.00	" to "

Discontinued Employments

6-30-25	John R. Stubbins,	Resident Engineer	Resigned
7-1-25	James L. Coombes,	" "	"
7-1-25	Mathew Korpi,	Draftsman	"
7-1-25	Albert Brandli,	Bridge Drfts. & Des.	"
5-31-25	F. L. Williams,	Rollerman,	"

Increase

6-15-25	Benj. F. Stokes,	Sr. Cost Clerk,	$125. to $135. mo.

Phillipsburg-Belvidere, Section 2,
Motor Vehicle Aid-Warren County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Warren County for the Phillipsburg-Belvidere Road, Section 2.

June 23, 1925.

Paulsboro-Swedesboro Road,
Motor Vehicle Aid-Gloucester County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Gloucester County for the Paulsboro-Swedesboro Road, Section 2, Gloucester County, Motor Vehicle Aid.

Hewitt-New York State Line Road

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission reapproved the plans and specifications for the Hewitt-New York State Line Road, Passaic County, known as Federal Aid Project No. 54.

Township Aid-Mercer County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the Pennington-Princeton Road, Hopewell Township, Mercer County, Township Aid.

Lambertville County Line,
Motor Vehicle Aid-Hunterdon County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for the reconstruction of the Lambertville-County Line Road, Hunterdon County, Motor Vehicle Aid.

Maintenance Materials-Cumberland Co.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved specifications for SCO to be used on roads in Cumberland County during 1925.

Township Aid-Middlesex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the Union Valley-Gravel Hill Road, Monroe Township, Middlesex County, Township Aid.

Wildwood Boulevard,
Motor Vehicle Aid-Cape May County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on the Wildwood Boulevard, Section 2, Lower Township, Cape May County, Motor Vehicle Aid.

East Broad St., Westfield,
Motor Vehicle Aid-Union County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on East Broad

Street, Westfield, Union County, Motor Vehicle Aid work.

Township Aid Transfer, Ocean County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved transfer of $500.00 from Pine Street to Park Avenue and Front Street in Lakewood Township, Ocean County.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved transfer of $1,362.22 from Lake Drive and Case Road to the construction of Park Avenue and Front Street in Lakewood Township, Ocean County.

Route 5, Section 12

Commissioner Kidde advised that he had not yet made inspection of Route 5, Section 12, but would make same on Monday, June 29th.

Route 9, Cranford

Commissioner Stewart inquired concerning the situation existing on Route 9 through Cranford and inquired as to whether it was possible to proceed with the advertisement at this time. The State Highway Engineer advised that an agreement had been prepared and was now in the hands of the authorities of Cranford, but nothing definite had been received. Commissioner Stewart then moved that a communication be forwarded to the Town authorities of Cranford, advising that plans and specifications have been ready for some time, and that an agreement to be entered into with the municipality is now in their hands and the State Highway Commission is very anxious to proceed with this work at the earliest possible moment, and would like to hear from them at once as to what is the reason for delay. This was seconded by Mr. Jelin and adopted.

Route 4, Section 33.

The State Highway Engineer informed the Commission that plans and specifications have been prepared for advertisement by the City of Perth Amboy for the construction of Route 4, Section 33, known as the Perth Amboy Bridge Cut-off in Perth Amboy, and he recommended that the same be approved by the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

June 23, 1925.

RESOLVED, that the State Highway Commission does hereby approve plans and specifications as presented by the City of Perth Amboy for the improvement of Route 4, Section 33, Perth Amboy Bridge Cut-off in the City of Perth Amboy, Middlesex County, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Clerk of the City of Perth Amboy is directed to place the necessary advertisement for this work.

The State Highway Engineer explained that the advertisements for this work would be placed by the Secretary of the Commission in the name of the Clerk of the City of Perth Amboy and that bids will be received at the offices of the Commission in the name of the Board of Aldermen of Perth Amboy.

Increases

State Highway Engineer Sloan presented to the Commission a list of proposed increases to be granted to a number of employees of the State Highway Department, who have satisfactorily completed their twelve months' service and who merit increases in accordance with his recommendations. The Commission then went into conference on the matter of increases and following this conference Commissioner Jelin moved that the salary rate of the State Highway Engineer be increased from $13,200 to $14,000 per annum, effective July 1, 1925, which was seconded and passed.

Commissioner Stewart moved that the remaining list of increases be held over for consideration at the next meeting of the Commission, since this will give the Commissioners time to properly consider the recommendations as made.

Route 1 Extension, Newark.

Commissioner Kidde advised that he had arranged for an appointment with Mayor Raymond of Newark to be held at the office of Mayor Raymond on Monday, June 29th at 10:30 A.M. and he suggested that State Highway Engineer Sloan and Assistant Construction Engineer Lavis be present at that time and he also suggested that briefs which are being arranged to be presented at the July 10th meeting before the War Department, be ready for consideration on Monday, that these may be gone over at that time.

June 23, 1925.

Signals - Rahway

The State Highway Engineer presented a matter laid over at the last meeting in which request was made by the City of Rahway for aid in the amount of $13,060.00 for the installation of traffic signals on State Highways within that municipality. Commissioner Jelin advised that this matter had been discussed at the last meeting but was held over due to the absence of Commissioner Stewart, State Highway Engineer Sloan explained that the Commission had never established any precedent for the installation of traffic signals within municipalities, and he recommended that this application be denied. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the application be not approved.

On motion by Mr. Jelin, seconded by Mr. Kidde, the meeting was declared adjourned to meet again at the call of the Chairman.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - June 30, 1925.

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Twesday, June 30, 1925. The meeting was called to order by Chairman Scott at 10:30 A. M.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart and Walter Kidde.

Absent: Abraham Jelin on a trip to the South.

Right of Way, Route 1, Extension

The Secretary informed the Commission that Mr. Ault of Ault & Wilborg, together with representatives of his company, were present to discuss with the Commission the matter of property needed for highway purposes on the line of Route #1 Extension, Jersey City. On motion, duly seconded, a hearing was granted.

Mr. Ault appeared together with Mr. Holt, his Jersey City Manager, Mr. Stevens and Mr. Hammett, Attorney. Mr. Ault advised that his company regretted very much that it was necessary for the State to adopt a line which would necessitate the taking of a portion of their property. He also stated that at the present time the color plant is so located that it does not catch the dust of the street, while under the proposed plan of the State a viaduct will be constructed close to their second story windows and this will expose them to serious hazards from dust on the highway.

Commission Kidde advised that together with asst Construction Engineer Lavis he had made a thorough investigation of the property, and he had conferred with Mr. Holt, and it appeared that since the negotiations with the Erie Railroad Company have been satisfactorily completed, there would be no serious damage done to the Ault & Wilborg plant other than taking off just one bay on the southern exposure, which would take part of the shipping facilities and necessitate the reorganization of the chemical laboratory. No machinery would be disturbed.

Mr. Ault replied by stating that the damage, which would be suffered by reason of the change, would be very serious.

Mr. Stewart stated that he could not see that there would be any more damage from dust than at present exists in that locality with an unimproved street, and the railroad yards very close, and he stated that even though the highway is not to be placed on 13th Street, the

Erie Railroad Company has in contemplation large warehouses with constant trucking facilities which will be as great a disadvantage as they claim for the highway route.

Commissioner Stewart inquired from Mr. Ault whether there were any propositions from his company to the State. Mr. Ault stated that it was estimated that his company was entitled to $650,000.00 for land taken and damage to the remainder.

Mr. Stewart advised that the Commission could not agree to any such figures and asked for a statement which would show how this figure was arrived at. Mr. Stewart advised that the value of the property would be enhanced by the construction of the viaduct and the Ault & Wilborg Company should not ask for more than the cost of replacing or relocating those buildings which are taken away and payment for the actual land taken by the State.

Mr. Ault inquired whether the State could not take his entire property and he was informed in the negative, due to laws which limit the taking of such lands as are required for public uses only. Mr. Ault then inquired as to what estimates the State had prepared.

Mr. Stewart advised that experts for the Commission had placed the actual damage to the property between $65,000.00 and $100,000.00.

Mr. Stevens advised that there must be some radical differences in the fugures and suggested that the engineers get together to determine upon the actual land taken by the State since he stated there must be some error in the mind of the Ault & Wilborg Company as to the actual needs of the State for this highway. He also advised that no consideration had been given the fact that Colt Street would be lowered in order to provide driving space under the viaduct.

Mr. Holt advised that difficulties would be met in trying to move any part of the building on to the open land adjacent, due to the fact that there are a great number of oil tanks beneath the surface of the ground. Mr. Holt also inquired as to what disposition would be made of the existing 13th Street viaduct upon the completion of the present. He was informed by Commissioner Stewart that there was a provision in the contract with the Erie Railroad Company whereby the State agrees to use its good offices toward securing the removal of the 13th Street viaduct in order to permit of the Erie coach yard, to be built upon the completion of the 12th Street viaduct.

Commissioner Stewart then asked that a statement be prepared by the Ault & Wilborg Company showing the various items on which they based their claim for damages, and the manner in which these items were compiled.

Mr. Ault advised that he would prepare such a statement and present it at the earliest possible date to the Commission.

Route #9, Section "C", Connecting Road, Plainfield

The Secretary informed the Commission that Mr. A. W. Vars, City Engineer of Plainfield, was present and desired consideration for the award of contract made by the City of Plainfield, subject to approval of the State Highway Commission, on Route #9, Section "C", Connecting Road through Plainfield. The Secretary advised that the low bid had been received from the Weldon Contracting Company in the amount of $158,609.40.

State Highway Engineer Sloan recommended that the Commission approve this award. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of award of contract by the City of Plainfield for the construction of Route #9, Section "C" Connecting Road, in the City of Plainfield, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Request for Aid, Hunterdon County

The Secretary informed the Commission that Mrs. A. B. Courtley of Woodsville was present and desired a hearing. On motion, duly seconded a hearing was granted. Mrs. Courtley appeared and advised that she was very much interested in the completion of the Lambertville-Woodsville Road on which a beginning was made two years ago and which had never been improved. She asked that Township Aid funds be allotted.

Assistant State Highway Engineer Reed informed the Commission that there were applications from Hunterdon County in an amount exceeding $200,000.00 for the coming year, and there is actually available only $40,000.00 to the County.

Commissioner Stewart advised that in view of the great demands for township aid funds in Hunterdon County on more important projects, he would not be favorable to giving this consideration at this time.

Request for Aid, Proposed New Routes - Monmouth County

The Secretary informed the Commission that a delegation from Monmouth County was present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared County Engineer Allen Director of the Board Newcomb, Road Committee Chairman Borden and Freeholders Polhemus, Bergen and Wyckoff. Mr. Allen presented a plan and advised that the County appeared concerning a matter brought to their attention by the State Highway Commission, whereby the State expressed an interest in aiding the County if a highway could be improved close to the line of the Shore Boulevard which would relieve the traffic congestion now existing on the Shore Boulevard. Mr. Allen explained his line starting at Sylvania Avenue just West of the railroad at Avon and continuing through Asbury Park to Summit Avenue at Deal Lake over a proposed bridge about 1,000 feet long and then continuing on to Monmouth Road, a distance of 4.8 miles. It was estimated that this highway, including the bridge and right of way, would involve a cost of $850,000.00.

Commissioner Kidde stated that it was his understanding that the total estimated cost would include the Shark River bridge, proposed by the State Highway Commission. He was informed in the negative. Commissioner Stewart advised that the State had at the present time the total sum of $200,000.00 which could be allotted to this improvement, and inquired whether the County was willing to proceed with the same on the basis of this aid.

Mr. Bergen stated that if the bridge over Deal Lake was eliminated this would cut the estimate by $350,000.00 and the County would be willing to go fifty-fifty on whatever road construction was undertaken.

Commissioner Kidde stated that from the map he could not see any advantage in constructing a line so close to the Shore Boulevard if it was to be considered a cut-off and a relief to traffic along the shore. He suggested that a line further inland following Ridge Avenue extended be improved, which would be much cheaper in cost and not necessitate a new bridge over the lake, the construction of which bridge he was sure would cause a tremendous protest from the residents at Deal Lake.

Mr. Allen advised that due to the fact that the proposition had come from the State as to the line near the Shore Boulevard, no consideration had been given to a line further inland, and he stated that it is practically agreed by every one that the line as laid out on his map would relieve the congestion of traffic on the Shore Road.

Director Newcomb inquired whether the State would hold the $200,000.00 as tentatively set up for the County until some definite scheme could be worked out by the County for taking up this money from the State.

The Chairman advised that the Commission was very anxious to have all its money at work at the earliest possible time, but that if immediate steps were taken to bring this matter to a conclusion, there was no reason why the State would not have these funds available.

Commissioner Stewart stated that this matter would be given attention and the County would be notified as to what the desires of the State were with reference to the roadway at the earliest moment.

Senate Investigating Committee

The Secretary next brought to the attention of the Commission a Departmental Questionnaire as received from the Joint Investigating Committee of State Affairs, and which has been completely answered. These answers were read in their order following which Commissioner Stewart moved that the same be approved by the Commission and the signature of the Chairman authorized to the same. This was seconded by Mr. Kinde and adopted.

Right of Way, Route1, Extension

State Highway Engineer Sloan requested that consideration be given at this time to item #6 of the schedule of business which covers property matters on Route 1 Extension, Jersey City.

There was presented a report from Construction Engineer Lavis covering a number of property matters; in which he advised that Mr. Adler, Special Right of Way Agent, had negotiated and secured signatures on the property of John and Anton Dubick for $36,000.00 and approval was recommended. State Highway Engineer Sloan also recommended that this payment be made since it represented the appraised value. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of property from John and Anton Dubick in accordance with purchase agreement, for the consideration of $36,000.00.

There was also presented a purchase agreement secured by Mr. Adler from Charlotte and Patrick McCabe for $14,000.00 for Route #1 Extension property. State Highway Engineer Sloan recommended that approval be given this agreement and on motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of property from Charlotte and Patrick McCabe for the consideration of $14,000.00.

There was presented an agreement secured by Mr. Adler from Mary Featherston, known as Parcel #11 on Route #1 Extension, Jersey City, for the consideration of $11,500.00. Approval of same was recommended by the State Highway Engineer and Commissioner Kidde moved the approval of the purchase of Parcel #11 on Route #1 Extension, Jersey City, from Mary Featherston for the consideration of $11,500.00. This was seconded by Mr. Stewart and adopted.

There was presented by Construction Engineer Lavis a report to the effect that on Parcel #16 the owner K. Appolant, was asking $42,000.00 while an offer in the amount of the highest appraisal $29,000.00 has been made. State Highway Engineer Sloan recommended that an offer of $29,000.00 be made, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1, Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel #16

Beginning at a point in the northeasterly side line of Hoboken Ave., said point being distant one hundred fourteen and seventy-eight one-hundredths (114.78) feet in a southeasterly direction from the intersection formed by the southeasterly side line of Baldwin Avenue with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A" and entitled "New Jersey State Highway Department, Route 1 Extension, Property to be acquired from Kenneth Apolant, City of Jersey City. Hudson County. June 1925", said beginning point also being in the southeasterly line of a certain ten foot right of way as shown on a map on file in the Registers Office of Hudson County, New Jersey. entitled "Map of property of Marous Beach in Jersey City, surveyed and laid out by Charles Hopper, C. R. and Surveyor, Fed. 1901 thence (1) in a northeasterly direction along the aforesaid southeasterly line of the ten foot right of way described above and normally to the northeasterly side line of Hoboken Avenue, a distance of sixty-nine (69) feet more or less to a point in the proposed northeasterly right of way line of State Highway Route 1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumental center line of the Erie Railroad passenger tracks: thence (2) along the aforesaid proposed northeasterly right of way line of State Highway Route 1 Extension in a southeasterly direction a distance of seventy-six and five-tenths (76.5) feet more or less to the dividing line of the lands of Kenneth Apolant on the West and lands now or formerly of Adolphine Stolz and husband on the East: thence (3) southwesterly along the aforesaid dividing line of Kenneth Apolant and Adolphine Stolz and husband, a distance of three (3) feet be the same more or less to the dividing line between lands of Kenneth Apolant on the North and lands now or formerly of the Dominent Club on the South; thence (4) along the aforesaid dividing line between lands of Kenneth Apolant on the North and lands of the Dominent Club on the South in a northwesterly direction and parallel with Hoboken Avenue, a distance of five (5) feet to an angle point: thence (5) still along said dividing line between lands of Kenneth Apolant on the North and lands of the Dominent Club on the South and in a northwesterly direction a distance of twenty-five and three one-hundredths (25.03) feet to a point; said point being the northwest corner of lands now or formerly of the Dominent Club; thence (6) in a southwesterly direction along line of lands of Kenneth Apolant on the West and lands now or formerly of the Dominent Club on the East, a distance of fifty-three and ninety-six one-hundredths (53.96) feet to the northeast side line of Hoboken Avenue; thence (7) in a northwesterly direction along the northeasterly side line of Hoboken Avenue, a distance of forty-eight (48) feet to the point and place of Beginning;

CONTAINING three thousand, two hundred eighty-six (3,286) square feet, be the same more or less: as shown on said plan, it being the intention to acquire all lands lying between the lands now or formerly of the Dominent Club and Adolphine Stolz and husband on the East and a ten-foot right of way on the West, and extending from the northeasterly side line of Hoboken Avenue on the South to the proposed northeasterly right of way line of State Highway Route 1 Extension on the North; Being parts of Plots 6H & 62, Block 557 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $29,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Construction Engineer Lavis reported that on Parcel No. 21 the owner, the West Side Construction Company, was asking $100,000.00, and the highest appraisal is for $60,000.00 State Highway Engineer Sloan recommended that an offer of $60,000.00 be made and in the event of refusal to accept that condemnation proceedings be instituted.

June 30, 1925.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 21

BEGINNING at a point formed by the intersection of the northwesterly side line of Baldwin Avenue with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached marked "Exhibit A" entitled "New Jersey State Highway Department, Route No. 1 Extension, Property to be acquired from West Side Construction Company, City of Jersey City, Hudson County, June 1925" and running; thence (1) along said northeasterly side line of Hoboken Avenue, in a northwesterly direction, a distance of thirteen and three tenths (13.3) feet to an angle point in aforesaid line of Hoboken Avenue; thence (2) still along the northeasterly side line of Hoboken Avenue, in a northwesterly direction, a distance of ninety-one feet and thirty-one one-hundredths of a foot (91.31) to the dividing line between the lands of the West Side Construction Company on the East and lands now or formerly of Leopold Albert [illegible] on the West; thence (3) northeasterly along the aforesaid dividing line between the lands of West Side Construction Company on the East and lands now or formerly of Leopold Albert [illegible] on the West, said line being parallel with the aforesaid side line of Baldwin Avenue, a distance of eighty-eight feet and sixty-six one-hundredths of a foot (88.66) to the dividing line between lands of West Side Construction Company on the South and lands now or formerly of Israel Schachner on the North; thence (4) along said dividing line between the lands of West Side Construction Company and Israel Schachner, said line being normal to the dividing line mentioned in the third course, a distance of forty-two (42) feet, more or less, to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension, said line being parallel to and distant two hundred and [illegible] feet and [illegible]-five one-hundredths of a foot (2[illegible].7[illegible]) from the [illegible] center line of the Erie Railroad passenger tracks; thence (5) along said proposed northeasterly right-of-way line of State Highway Route #1, Extension, in a southeasterly direction, a distance of sixty-three (63) feet, more or less, to a point in the northwesterly side line of Baldwin Avenue, in a southwesterly direction, a distance of ninety six (96) feet, more or less, to the point and place of beginning; containing nine thousand eight hundred eighty (9880) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands lying between the northwesterly side line of Baldwin Ave., on the east, and the easterly line of lands now or formerly of Leopold Albert [illegible], on the west, and from the northeasterly side line of Hoboken Ave., on the southwest, extending to the southwesterly lines of lands now or formerly of Israel Schachner and the proposed northeasterly right of way line of State Highway Route No. 1 Extension on the northeast, as shown on said plan hereto attached. Being part of Lots 1-A, 2-A, 3A, and 4A. Block #561, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $60,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with the owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

June 30, 1925.

Construction Engineer Lavis reported that on Parcel #22 the owner L. Bittighoffer has named a price of $18,000.00 and the average appraisal is for $14,000.00. State Highway Engineer Sloan recommended than an offer of $14,000.00 be made and in the event of refusal to accept that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel #22

BEGINNING at a point in the northeasterly side line of Hoboken Avenue distant in a northwesterly direction from the intersection of the northwest corner of Baldwin and Hoboken Avenues one hundred thirty-one and thirty-eight one-hundredths (131.38) feet to the dividing line between the lands of Leopold Albert Bittighofer et ux., on the east and lands now or formerly of Francis F. Kruse on the west as shown on a plan hereto attached and marked "Exhibit A", entitled "New Jersey State Highway Department Route #1 Extension, Property to be acquired from Leopold Albert Bittighofer, City of Jersey City, Hudson County, June, 1925:" thence (1) in a northeasterly direction along the aforesaid dividing line between the lands of Leopold Albert Bittighofer et ux., on the east and lands now or formerly of Francis F. Kruse on the west, said line being parallel with the northwesterly side line of Baldwin Avenue, a distance of one hundred (100) feet, more or less, to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension, parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie R. R. passenger tracks; thence (2) along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension in a southeasterly direction a distance of twenty-five (25) feet more or less, to the dividing line between the lands of Leopold Albert Bittighofer et ux., on the west and lands now or formerly of Israel Schachner on the east; thence (3) in a southwesterly direction along the aforesaid dividing line between the lands of Leopold Albert Bittighofer et ux., and Israel Schachner a distance of eleven (11) feet more or less to a point, said point being the southwest corner of lands now or formerly of Israel Schachner; thence (4) in a southeasterly direction along the dividing line between lands of Leopold Albert Bittighofer et ux., on the south and lands now or formerly of Israel Schachner on the north said line being parallel to the dividing line mentioned in the third course, a distance of two (2) feet to a point, said point being the southwest corner of lands now or formerly of the West Side Construction Company; thence (5) southwesterly along the dividing line between the lands of Leopold Albert Bittighofer et ux., on the west and lands now or formerly of the West Side Construction Company, on the east said line being parallel with Baldwin Avenue, a distance of eighty-eight and sixty-six one-hundredths (88.66) feet to the northeasterly side line of Hoboken Avenue; thence (6) along said northeasterly side line of Hoboken Ave., in a northwesterly direction a distance of twenty-six and seventy-seven one-hundredths (26.77(feet to the point and place of beginning; Containing two thousand five hundred seventy-eight square feet (2578) be the same more or less as shown on said plan: It being the intention to acquire all lands lying between the westerly line of lands now or formerly of the West Side Construction Company and westerly line of lands now or formerly of Israel Schachner on the east and easterly line of lands now or formerly of Francis F.

June 30, 1925.

Kruse on the west and from the northeasterly side line of Hoboken Avenue on the southwest extending to the proposed northeasterly right-of-way line of State Highway Route #1 Extension as shown on said plan hereto attached: Being part of plot 5A, Block 561 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed onbehalf of this Commission, to make an offer of the sum of $14,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Construction Engineer Lavis reported on Parcel #24 that the owners Schranz & Beib would accept $100,000.00 in a settlement, but were asking $150,000.00 for the property at this time. State Highway Engineer Sloan recommended that $60,000.00 be offered for this property and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #24

BEGINNING at a point in the northeasterly side line of Hoboken Avenue, distant in a northwesterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue and the northwesterly side line of Baldwin Avenue, two hundred eight and fifty-eight one-hundredths (208.58) feet to the dividing line between the lands of Schranz and Bieber Company on the east and lands now or formerly of Francis F. Kruse on the west as shown on a plan hereto attached and marked, entitled, "New Jersey State Highway Department, Route 1 Extension, Property to be acquired from The Schranz and Bieber Co., Inc., City of Jersey City, Hudson County, June, 1925"; thence (1) northeasterly along the aforesaid dividing line between the lands of Schranc and Bieber Company on the east and lands now or formerly of Francis F. Kruse on the west, said line being parallel to the aforesaid northwesterly side of Baldwin Avenue a distance of one hundred (100) feet more or less to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie Railroad passenger tracks; thence (2) along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension in a southeasterly direction a distance of fifty-two (52) feet more or less to the dividing line between lands of Schranz and Bieber Company on the west and lands now or formerly of Francis F. Kruse on the east; thence (3) southwesterly along the aforesaid dividing line between lands of Schranz and Bieber Company on the west and lands now or formerly of Francis F. Kruse on the east, said line being parallel to the aforesaid side line of Baldwin Avenue a distance of one hundred (100) feet more or less to the northeasterly side line of Hoboken Avenue; thence (4) in a northwesterly direction along the said northeasterly side line of Hoboken Avenue a distance of fifty-one and forty-seven one-hundredths (51.47) feet to the point and place of Beginning; CONTAINING five thousand (5,000) square feet, be the same more or less as shown on said plan. It being the intention to acquire all lands lying between the westerly line of lands now or formerly of Francis F. Kruse on the east and the easterly line of lands now or formerly of Francis F. Kruse on the west and from the northeasterly side line of Hoboken Avenue on the southwest extension to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north as shown on said plan hereto attached; Being a part of plots 7A and 8A, Block 561 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $60,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reasons said lands and premises cannot be immediately acquired by agreement with such owner or owners; then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Construction Engineer Lavis reported on Parcel #29, owner M. Edelbach, and advised that the average appraisal was $9,200.00 and the owner was asking $12,000.00. State Highway Engineer Sloan recommended that an offer of $9,200.00 be made and in the event of refusal that condemnation proceedings be instituted, On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and adopted the following resolution of condemnation:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey and more particularly described as follows:

Parcel #29

BEGINNING at a point in the south-easterly side line of Oakland Avenue, a distance of fifty and six one-hundredths (50.06) feet in a north-easterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue with the south-easterly side line of Hoboken Avenue with the south-easterly side line of Oakland Avenue, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #1, Extension, property to be acquired from Marie Edelbach, City of Jersey City, Hudson County, Scale 1" = 20', June, 1925", and running; Thence (1) along the south-easterly side line of Oakland Ave., in a north-easterly direction, a distance of twenty four and ninety four one-hundredths (24.94) feet to the dividing line between lands of grantor on the South and lands now or formerly of Julius Albert Edelbach and wife on the North; Thence (2) in a south-easterly direction along said dividing line and parallel with Fleet Street, a distance of ninety eight(98) feet more or less to its intersection with the proposed north-easterly right of way line of State Highway Route #1 Extension, said line being parallel and distant two hundred eight and seventy five one-hundredths feet from the existing monumented center line of the Erie R. R. Passenger tracks; Thence (3) in a south-easterly direction along the aforesaid proposed north-easterly right of way line of State Highway Route No. 1 Extension, a distance of ten (10) feet more or less to the dividing line between lands of grantor on the West and lands now or formerly of Mayer Klusner on the East; Thence (4) in a south-westerly direction along the aforesaid dividing line between lands of grantor and lands now or formerly of Mayer Klusner, a distance of twenty one and five tenths (21.5) feet more or less, parallel with Oakland Avenue, to the dividing line between lands of grantor on the North and lands now or formerly of Charlotte McCabe on the South; Thence (5) in a north-westerly direction along the dividing line between lands of the grantor on the North and lands now or formerly of Charlotte McCabe on the south, a distance of one hundred seven and sixty-seven one hundredths (107.67) feet to the south-easterly side line of Oakland Avenue, and the point or place of beginning; CONTAINING two thousand five hundred ninety six (2596) square feet be the same more or less, as shown on said plan. Intending to convey all that land now owned or controlled by the party of the first part that lies between the lands now or formerly of Charlotte McCabe on the South, lands now or formerly of Julius A. Edelbach and wife and the proposed north-easterly right of way line of State Highway Route #1 Extension on the North, and extending from the south-easterly side line of Oakland Avenue on the West to the westerly line of lands now or formerly of Mayer Klusner on the East;

Being part of plot 18B in Block No. 651, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $9,200.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances , and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Construction Engineer Davis reported on Parcel #30, owner J. Edelbach, and advised that the owner was asking $10,000.00 for this property, whereas the highest appraisal received was for $8,059.00. State Highway Engineer Sloan recommended that an offer of $8,000.00 be made for the property and in the event of refusal that condemnation proceedings be instituted. On motion by Mr.

Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer.

Construction Engineer Lavis reported that Mr. Boland, lessee of a gas station near Palisade Avenue, which is located on Erie Railroad land is asking $25,000.00 for his buildings and lease. He advised that no appraisals have as yet been made on the property. Commissioner Kidde moved that two appraisers be secured to make appraisals and report as to the physical value on the ground. This was seconded by Mr. Stewart and adopted.

Construction Engineer Lavis reported on property between Bevan and Collard Streets, on which preparations are being made to erect a garage and further that the work has already been started. This property was also under lease from the Erie Railroad and it was recommended that some steps be taken to stop work. State Highway Engineer Sloan recommended that an offer of $3,000.00 be made for the lease hold involved and the construction performed, and in the event of refusal to accept that the property be condemned in order that work may proceed at once on the Highway. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that an offer of $3,000.00 be made in accordance with the following resolution of condemnation, which was approved:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey , for public use in the construction of State Highway Route No. 1 Extension, ALL the right, title and interest, of whatsoever nature the same may be, which Interstate Oil Company, Inc., a corporation of the State of New Jersey, and Francis P. Boland may have or claim to have by reason of a certain unrecorded lease, dated September 30, 1922, made and executed by Long Dock Company and Erie Railroad Company as lessors and said Francis P. Boland as lessee and by the latter duly assigned, by and with the written consent of said lessors, to said Interstate Oil Company Inc., and any and every other right, title and interest of said Interstate

Oil Company, Inc., and said Francis P. Boland in and to all that certain lot, tract or parcel of land and premises, situate, lying and being in the City of Jersey City, in the County of Hudson and State of New Jersey, and more particularly described as follows:

BEGINNING at the intersection of the westerly line of Palisade Avenue with the southerly line of Hoboken Avenue; thence westerly along said southerly line of Hoboken Avenue, three hundred and thirteen feet (313) more or less to a point fifteen (15) feet westerly from and at right angles to the center line between tracks of the Public Service Railway Company; thence southerly, and parallel to and fifteen (15) feet distant from said center line to the wallalong the "open Cut", so-called, of said lessors; thence along said wall, two hundred and forty feet (240) more or less, to the westerly line of Palisade Avenue; thence northerly along said westerly line of Palisade Avenue, seventy-five (75) feet, more or less, to the place of Beginning; being more particularly shown and enclosed by red lines on the map hereto attached, marked "Exhibit A", entitled, "New Jersey State Highway Department, Route No. 1, Extension, Map showing land leased from Erie Railroad Company by Francis P. Boland (Lessee) City of Jersey City, Hudson County, July 1925".

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $3,000.00 to the owner or owners of said right, title and interest for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Hearing, War Department

Commissioner Kidde called attention to the public hearing to be held July 10th before the War Department at Newark on the matter of the bridges over the Hackensack and Passaic Rivers, and suggested that a thesis as prepared by construction Engineer Lavis, covering this work, be forwarded to each of the Commissioners in order that they may be familiar with the subject matter to be discussed. He advised that it was his purpose to be present with State Highway Engineer Sloan and Construction Engineer Lavis at this hearing, and Chairman Scott stated that he also would be present.

Cooper Bridge, Camden

State Highway Engineer Sloan informed the Commission that he had received information during the past week from Col. Brown of the War Department, advising that he would require a 75 foot opening in the bridge to be constructed over Cooper River at Camden, instead of a 60 foot bridge as proposed by the Highway Department, and he recommended that in view of the requirements of the War Department and the necessity for immediate construction, that the Commission approve a bridge with a 75 foot opening over the Cooper River in Camden. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed bhat the Engineering Department proceed on the basis of the report of the Federal Engineers as to the requirements for width of channel on the Cooper River, and that the Engineering Department be authorized to prepare plans showing 75 foot opening on the Cooper River Bridge.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned for lunch at 1:30 P.M., to meet again at 3:00 P.M. The meeting was reconvened at 3:00 P.M. with the same members present as at the morning session.

Right of Way, Route #5

The Secretary informed the Commission that Mr. F.W. DeVoe,Assistant Attorney General, was present to take up several right of way matters.

Mr. Devoe reported that Condemnation Commissioners in the case of George Baylor on Route #5, Section #12, had made an award of $225.00 for land taken and damages to the remainder. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that this award as made be accepted, and payment was authorized to George Baylor for property taken.

Right of Way, Route #7

Mr. Devoe reported that through some oversight the papers in connection with the case of Gustaff and Margaret Anderson condemnations on Route #7, Section #2, did not reach him in time for him to file his papers for appeal, and therefore there was no other alternative for the Commission, except to approve the condemnation awards. In this connection he presented an opinion prepared by himself advising that unless condemnation proceedings are abandoned and discontinued within twenty days after the filing of the report of the Commissioners, the same cannot be abandoned.

Commissioner Stewart therefore moved that the opinion be received and placed on file and that the award of $933.20 to Gustaff and Margaret Anderson on Route #7, Section #2, be approved, due to the fact that by some misunderstanding the time of appeal has expired in this case. This was seconded by Mr. Kidde and adopted.

Commissioner Stewart also moved approval of award of $891.36 to Margaret Anderson on Route #7, Section #2 in view of the fact that an appeal in this case was not taken within the proper time through a misunderstanding. This was seconded by Mr. Kidde and adopted.

Claim, William Durand

The Secretary presented a form of release which is requested by the Commonwealth Casualty Company of Pennsylvania by reason of payment of damages to William Durand. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this release be signed and sealed by the proper officers.

F.W. DeVoe, Assistant Attorney General,-Right of Way, General

Mr. DeVoe reported that his Department has completed negotiations upon every condemnation proceeding, excepting one, which was turned over to him when he took office, having disposed of 65 cases.

Chairman Scott congratulated Mr. DeVoe upon his success attained in making such speedy disposition of these cases.

Right of Way, Route #16

Mr. DeVoe called attention to the case of Lena and William Watt on Route #16 at Somerville, in which the Condemnation Commissioners had made an award of $5,500.00 together with interest for a year. He advised that an appeal has been taken from this award and the property owners are now willing to settle for $4,500.00, and he recommended that this proposition be closed up at this price. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the settlement to be affected by Mr. DeVoe, for the property of Lena and William Watt on Route #16, at Somerville, for $4,500.00, and interest.

Right of Way, Route #12

Mr. DeVoe reported in the case of Joel and Caroline Redman on Route #12 at Little Falls, the Condemnation Commissioners having made an award of $6,500.00. He advised that the construction of the grade crossing elimination had made this property practically useless and it was testified to by the State's witnesses that it was worth, previous to the crossing elimination, $7,500.00, but afterward only $1,000.00, the difference representing the award. He recommended that this award be approved. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of the Condemnation Commissioners of $6,500.00 in the case of Joel and Caroline Redman on Route #12, at Little Falls.

Trolley Tracks, Route #5

Commissioner Kidde reported that he had been in attendance at a hearing of the Federal Court as given to the receivers for the Morris County Traction Company in order to ascertain what steps could be taken for the repair and improvement of the trolley track area through Madison, Chatham, Dover and Morristown. He advised that the Judge had requested that a meeting be held between interests representing the Traction Company, the State Highway Commission and local municipalities affected, in order to reach some agreement whereby the tracks will be put in good condition and concessions might be made with the traction company regarding their maintenance charges. He advised that, following this hearing, Receiver Choate had advised him that the traction company would apply for Court Certificates which would put them in funds needed to rehabilitate their roadway.

Commissioner Kidde advised that he understood this meeting would be held on July 8th and suggested that a representative of the State Highway Department be present with instructions on the matter. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the matter be referred to Commissioner Kidde and the State Highway Engineer to attend such a meeting, together with Assistant Attorney General Coulomb, and to make such arrangements as would satisfactorily safeguard the interests of the State in connection with the trolley track situation on Route #5.

Insurance, Garages

The Secretary presented a communication from the Deputy Comptroller of the State advising that the State Highway Commission may use its funds to pay for insurance on the Everett Alley Garage. The Secretary advised that the usual practice was to have this insurance placed by the State Insurance Commissioner who thereby received a portion of the premium as his fee. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the reference of the insurance on the Everett Alley Garage to Robert M. Johnson, Insurance Commissioner, to be placed in the sum of $10,000.00 and following the regular course of insurance matters.

Route #5, Dover

Commissioner Kidde reported to the Commission that he had made an inspection of the situation concerning the proposed realignment of the State Highway Route #5 through Dover and had received information that the Delaware, Lackawanna & Western Railroad would possibly change or elevate the line of its route through Dover. He further stated that if this report is correct, the Commission could make a proposition to the Town of Dover for a partial realignment of Route #5 through the town and by the temporary use of the two right angle turns the bridging of the gully could be eliminated for the present and a great deal of money saved thereby. Mr. Kidde then moved that the State Highway Engineer be requested to investigate the possibility of this solution of the matter and report to the Commission for definite action as soon as an investigation can be completed. This was seconded by Mr. Stewart and adopted.

Route #2, Sec.7, South Broad St.

The Secretary presented a communication from Joseph F. Burke, contractor on Route #2, Section #7, South Broad Street, Mercer County, requesting permission to sublet the asphalt work on this job to the

Union Paving Company of Philadelphia.

State Highway Engineer Sloan recommended approval of this matter and on motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of subletting the asphalt work on Route #2, Section #7, to the Union Paving Company of Philadelphia.

Complaint, Route #4

The Secretary presented a communication from Mr. Adam H. Groel of Newark, New Jersey, complaining of the littering of the highway and his property adjacent thereto on Route #4 at Eatontown. He requested information as to whether it was possible to obtain protection against this nuisance, since he at all times endeavors to maintain the frontage of his property in an attractive manner. Commissioner Stewart stated that he had received complaints of this nature from different sources and that some means should be taken to give assistance to such property owners. After further discussion, Commissioner Kidde moved that the communication be acknowledged with the advice that the State Highway Commission is interested and is making a study to see what remedy can be had to a condition which is wide-spread, and that an effort will be made to give him assistance in this case. This was seconded by Mr. Stewart and adopted. The Secretary was directed to informally take this matter up with the Attorney General.

Request for Aid, Mercer County, Proposed Routes

The Secretary presented a resolution from the Board of Freeholders of Mercer County advising of an offer to the State of $25,000.00 from the 1926 funds of the County of Mercer providing the State Highway Commission will take over as a State Highway and reconstruct that portion of the Trenton-Buttzville Road lying between the City of Trenton and the Borough of Pennington in Mercer County. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission ordered the resolution received and acknowledged with the advice that the State Highway Commission has not the funds to meet the proposition at this time.

Fredon-Newton Road, Sussex County

The Secretary presented a resolution received from the Sussex County Board of Freeholders advising that they have accepted a bond and agreement from the Public Service Production Company calling for the acceptance of the Fredon-Newton Road in Sussex County.

State Highway Engineer Sloan recommended that the Commission accept the completed work on the Fredon-Newton Road subject to the bond as accepted by the County. On motion by Mr. Stewart, seconded by Mr. Kidde, this recommendation was adopted.

Union Labor

The Secretary presented a communication from Theodore M. Brandle, President of the New Jersey Building Trades Association, requesting the State Highway Commission to insert a clause in its contract which will require that union labor be employed. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Mr. Brandle be informed that from legal advice heretofore received the Commission can only exercise jurisdiction in requiring that labor employed on highway work shall be citizens of the United States who are able and willing to perform the work assigned to them in the execution of the contract in accordance with the specification requirements.

Complaint, Route #4 Long Branch

The Secretary presented a communication from Mr. Daniel Doran of Long Branch, with further reference to the dangerous condition existing on Route #4 at the intersection of Route #4 with the Long Branch Boulevard. On motion by Mr. Stewart, seconded by Mr. Kidde, this communication was ordered received and placed on file.

Right of Way, Route #4

The Secretary presented a bill received from George D. Ziegler for transcription of stenographic notes of the evidence in the Parker condemnation in the amount of $110.00. There was also presented a bill from Mr. Zigler for similar work in connection with the condemnation of Brown and Donovan property on Route #4, in the amount of $118.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that these bills be paid.

Right of Way, Route #8

The Secretary presented a bill received from George VanNess for services in connection with the condemnation on Route #8, Mountain View in the amount of $100.00. On motion by Mr. Kidde, seconded by Mr. Stewart, this bill was ordered paid.

Route #4, Toms River

The Secretary presented a communication from the Board of Freeholders of Ocean County advising that the County has no objection to granting a request made by the Poultrymen's Association for a railroad siding at grade on Route #4 just south of the Central Railroad Station at Toms River. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the Board of Freeholders of Ocean County be advised that the State Highway Commission will not consider giving permission for the construction of a siding since the same is entirely contrary to the established policy of the Commission.

Maps, State Highway

The Secretary called attention of the Commission to the fact that the new State Highway Maps had met with very sincere approval from everyone in receipt of same and he advised that the original supply of 100,000 was practically depleted and that there were a number of requests for quantities which have not yet been filled and he recommended that the Commission purchase an additional 50,000 of these maps. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of purchasing an additional 50,000 State Highway Maps.

Request for Hearing

The Secretary informed the Commission that Senator Borton of Salem County and Assemblyman Stratton of Gloucester County had requested that the Commission arrange a date on which a hearing could be given to a number of residents in behalf of the State Highway which has been legislated between Westville and Pennsgrove. On motion by Mr. Stewart seconded by Mr. Kidde, the State Highway Commission directed that this hearing be arranged for July 21st if the same is agreeable to the delegation, the hearing to take place at Trenton.

The schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #9, Section #15A

Plans and specifications were reported completed for Route #9, Section #15A, Township of Cranford, Union County. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #9, Section #15A, Township of Cranford, Union County, and
>
> BE IT FURTHER RESOLVED, that the chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Flemington-Ringoes Road

There was presented a request from Korp & Korp, contractors on the Flemington-Ringoes Road, Hunterdon County, for permission to sublet the bridge work on this road to Richards & Gaston of Somerville, New Jersey. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of subletting of contract by Korp & Korp of the bridge work on the Flemington-Ringoes Road to Richards & Gaston, same being recommended by the State Highway Engineer.

Route #20, Section #1

There was reported the completion of Route #20, Section #1, Clayton-Glassboro Road and the State Highway Engineer recommended final acceptance following inspection. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this road be referred to Chairman Scott for final inspection prior to acceptance.

Abandonment, Route #2

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the abandonment of a portion of Route #2, Section #4A, Burlington Cut-off, in accordance with the following resolution:

> WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14 of the Laws of 1917 a certain road or roads known as State Highway Route #2, from a point in or near Camden to Trenton by way of Burlington, Fieldsboro and Bordentown, and

June 30, 1925.

WHEREAS, in the construction and improvement of the said State Highway Route #2 Section #4A, Burlington Cut-off, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, Be It Resolved by the State Highway Commission of the State of New Jersey that the certain portion of the State Highway Route #2, Section #4A, as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route #2, Section #4A and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

BEGINNING at a point in the center line of Washington Ave. as taken over September 1, 1919, said point being in the southerly right of way line of Broad St.; thence (1) along Washington Avenue in a southwesterly direction, a distance of one thousand thirty-six (1036') feet more or less to a point; thence (2) curving to the right a distance of nine-nine (99') feet more or less to a point; thence (3) in a southwesterly direction a distance of six hundred four (604') feet more or less to a point thence (4) curving to the right for a distance of two hundred sixty-three (263') feet more or less to a point in Camden Ave.; thence (5) along Camden Ave. in a southwesterly direction a distance of two thousand one hundred twenty-two (2122') feet more or less to a point in the center line of Camden Ave., said point being measured thirty-eight and five-tenths (38.5') feet more or less normally from the center line of the new road as constructed at about Station 116 plus 75.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Burlington County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of Washington and Camden Avenues as taken over September 1, 1919, lying outside the limits of the right of way of the new road as constructed sixty-six (66') feet wide, between the southerly right of way line of Broad St. and Station 116 plus 75 more or less near Beverly Road as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

Detour, Route #20

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the adoption of the following official detour for Route #20 in the Borough of Glassboro:

> "Beginning at Route #20 in the Borough of Glassboro where the same is intersected by the Glassboro-Aura road and runs thence, (1) southwesterly on the Glassboro-Aura Road to Grove Street: thence (2) easterly on Grove Street to State Highway Route #20."

Right of Way, Route #8

There was presented a communication received by the State Highway Engineer from Mr. Garwood Ferguson, County Engineer of Passaic County, advising that it is the obligation of the State to fill a trench in which is located a drainage pipe across property of George Schulster, at a point about 200 feet North of Reeves' Bridge on Route #8, and he advised that the estimated cost of this work would be about $125.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of a payment of $125.00 to George Schulster in consideration of his assuming the obligation of making the necessary fill and relieving the State from any further obligation in the matter of trench across his property.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the following additions, changes and increase as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

6/24/25	Jonathan att,	Senior Cost Clerk	$125.00	per	mo.
7/1/25	H. N. Kramer,	Sr. Clk.Sten.	125.00	"	"
6/19/25	James Izon,	Junior Inspector	125.00	"	"
7/1/25	Joseph A. Duane,	Rodman,	90.00	"	"
6/2/25	Osman M. Corson,	Eng. Draftsman,	125.00	"	"
7/1/25	Frank Mulrey,	Asphalt Inspector,	155.00	"	"
7/1/25	John J. Krieg,	Res. Hway.Eng.	250.00	"	"
6/23/25	Frank J.Hefferman,	Sr.Clk.-Sten.	115.00	"	"
6/22/25	August W. Ehlers,	Asst.Civ.Engr.	150.00	"	"
6/23/25	Erik M.D.Palmguist,	Eng. Draftsman,	135.00	"	"
7/1/25	Paul G. Zimskind,	Asst. Test. Chem.	125.00	"	"
6/29/25	Ralph C. Wilson,	Fore. Gr. Maint.	155.00	"	"
7/1/25	Chas. Bingham,	Grav.Patrolman,	75.00	"	"
6/22/25	John A. Roberts,	Designer,	300.00	"	"
6/25/25	Herbert Randolph,	Garage Assistant,	.40	"	hr.
6/23/25	Nathan Daitz,	" "	.45	"	"
5/25/25	Joseph Tasso,	Motor Truck Driver	.40	"	"
6/23/25	Alex. Adelman,	" " "	.45	"	"
6/23/25	Wm. J. Evans,	" " "	.45	"	"
6/8/25	Thomas Walker,	" " "	.40	"	"
6/16/25	Leo Hersh,	" " "	.45	"	"
6/24/25	Samuel Nisonoff,	" " "	.50	"	"
5/25/25	Angelo Rambone,	" " "	.40	"	"
6/16/25	Wm. Hyer,	" " "	.40	"	"
6/17/25	Robert Applestein,	" " "	.45	"	"
6/16/25	Harry Kolbintz,	" " "	.45	"	"
6/16/25	John Durham,	" " "	.55	"	"

June 30, 1925.

Increase

7/1/25	Emil Muckinsturm,	Gravel Patrolman, $75. to $85. per mo.

Title & Sal. Change

6/9/25	Jack Miller,	Motor Truck Driver, $ .50 to Core Drill Mechanic, .70 per hour

Discontinued Employments

6/20/25	Arthur Domaratius,	Jr. Engineer,	mo. Resigned.
7/1/25	Adele Madden,	Specification Clerk	"
6/30/25	T. T. Tams,	Auditor,	"
6/20/25	LeRoy Tozour,	Gravel Patrolman,	"

Right of Way, Connecting Road, Camden

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on the Connecting Road, Section #3, Camden:

Parcel	Name	Consideration
72	Dan Fedeyk, widower,	$ 100.00
73	WM.J.& Caroline Valdez	12.50

Right of Way, Route #3

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #3, Section #11, Berlin-Hammonton:

Parcel	Name	Consideration
48	Antonio Saranese,	$ 75.00
54	Frank Sirolli	100.00

Right of Way, Route #4

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #13 on Route #4, Section #30, Tuckerton-Manahawken, from Emma Tweed Oliphant and husband for the consideration of $35.00.

Right of Way, Route #14

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #41B on Route #14, Section #11, Petersburg-Tuckahoe from Dr. William O. Smith, widower, for the consideration of $30.75.

Right of Way, Route #20

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #20, Section #1, Borough of Clayton:

Parcel	Name	Consideration
5	County of Gloucester	$ 1.00
73	Salvatore Le Priesti, single	1.00
78	Domencio De Princio	1.00

June 30, 1925.

Right of Way, Route #16

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #21 on Route #16, Section #5A, Somerville-Royce Valley, from Roy H. Herron & wife, for the consideration of $1,400.00.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property on Route #4, Section #33, Cleveland Avenue Extension, Perth Amboy.

Parcel	Name	Consideration
4	Elizabeth & John Kuzma	$ 4,960.40
6	Martin Bisaha & Wife	5,618.55
8	Frank Musolf & Wife	4,341.70
11	Miklos Talnagi & Wife	5,876.00
12	Andrew Fazekas & Wife	1,200.00
13	John Latkanic & Wife	2,000.00
15	George Milvavcsik & Wife	5,450.46
16	Mike Brown & Wife	1,000.00
17	John Brown	4,334.20
22	Frank & Christina Klacbaba	6,729.00
26	Thomas Forbes & Wife	500.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the purchase agreement for Parcel #7 on Route #4, Section #33, Cleveland Extension, Perth Amboy be referred to Commissioner Jelin before final disposition is made.

Right of Way, Entrance Road

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcel #41 on Section #1, Delaware River Bridge Approach, Camden from the General Chemical Company for the consideration of $9,038.00 plus grading, paving and curbing of highways in front of their property.

Right of Way, Connecting Road
Camden

There was presented a report together with appraisals on Section #3 of the Connecting Road, Camden, advising that G. Raymond Richmond et als, are demanding an excessive amount while appraisals show that the owners will receive benefits from the improvement. State Highway Engineer Sloan recommended that the amount of the appraisal be offered, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the following offers being made for the property of G. Raymond Richmond, John K. Henry and George B. Crewson, Inc. et als, on Connecting Road, Section #3, Camden:

Parcel	Offer
61-A	$1,015.60
61-B	52.88
61-C	1,118.88
61-D	44.35

and in the event of refusal that this property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route, Section 3, Connecting Road, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in State of New Jersey, and more particularly described as follows:

Parcel No. 61A

Beginning at the intersection of the easterly right of way line of the proposed Connecting Road and the northerly line of Second Street, said place of beginning being distant two hundred twenty-nine and eighty-eight hundredths (229.88) feet westerly from the northwest corner of Pacific Ave. and Second Street, and running; Thence (1) along said northerly line of Second St., north sixty-six degrees, thirteen minutes, thirty seconds west (N 66 -13'-30"W) eighty (80) feet to the westerly right of way line of said proposed highway; Thence (2) along said westerly right of way line, parallel with and forty (40) feet distant from the proposed center line of said highway, north twenty-three degrees, forty-six minutes, thirty seconds east (N 23-46' -30"E) thirty-one and seventy-eight hundred (31.78) feet to a curve; Thence (3)still along same concentric with and forty (40) feet distant radially from the said proposed center line, curving to the right with a radius of nineteen hundred fifty and eight hundredths (1950.08) feet a distance of twenty-three and fifteen hundredths (23.15) feet measured along the arc of the curve, with a chord bearing North twenty-four degrees, six minutes, fifty-four seconds east (N 24-06'-54" E) twenty-three and fifteen hundredths (23.15) feet to a dividing line between lands of grantor and Walter Alfred Noll; Thence (4) along dividing line between lands of grantor and said Walter Alfred Noll south sixty-six degrees, thirteen minutes, thirty seconds east (S 66-13'-30"E) twenty-five and forty-six hundredths (25.46) feet to a corner; Thence (5) still along same north twenty-three degrees, forty-six minutes thirty seconds east (N 23-46'-30"E) one hundred forty-four and eighty-three hundredths (144.83) feet to the southerly line of Third Street; Thence (6) along said southerly line of Third St. south sixty-six degrees thirteen minutes, thirty seconds (S 66-13'-30"E) sixty-one and ninety-seven hundredths (61.97) feet to the easterly right of way line of the proposed Connecting Road; Thence (7) along said easterly right of way line concentric with and forty feet (40) feet distant radially from the proposed center line of said highway, curving to the left with a radius of eighteen hundred seventy and eight hundredths (1870.08) feet a distance of one hundred sixty-eight and twenty-two hundredths (168.22) feet measured along the arc of the curve with a chord bearing south twenty-six degrees, twenty-one minutes, seven seconds west (S 26-21'-07"W) one hundred sixty-eight and seventeen hundredths (168.17) feet to a point of tangency; thence (8) still along same parallel with and forty (40) feet distant from the proposed center line of said highway, south twenty-three degrees, forty-six minutes, thirty seconds west (S-23-46'-30"W) thirty-one and seventy eight hundredths (31.78) feet to the place of beginning; CONTAINING twelve thousand six hundred ninety-five (12,695) sq. feet be the same more or less.

Parcel No. 61 B

BEGINNING on the line between lands of grantor and the Meadow Land & Improvement Co. where the same is intersected by the westerly right of way line of the proposed Connecting Road, and running; Thence (1) along said dividing line north one degree, forty-one minute, twenty east (N 1-41' -20"E) thirty-five and eight hundredths (35.08) feet to an angle in same; Thence (2) still along same north fifty-seven degrees, fourteen minutes,thirty-seven seconds east (N 57-14'-37"E) forty-five and twenty-eight hundredths (45.28) feet to the westerly right of way line of the proposed connecting Road: Thence (3) along said westerly right of way line parallel with and forty (40) feet distant from the proposed center line of said highway, south thirty-three degrees, forty-six minutes, fifty-five seconds west (S 33-46' -55"W) twenty-two and fifty-eight hundredths (22.58) feet to a point of curve; Thence (4) still along same, concentric with and forty (40) feet distant radially from the proposed center line, curving to the left with a radius of nineteen hundred fifty and eight hundredths (1950.08) feet measured along the arc of the curve, with a chord bearing south thirty-three degrees, four minutes, one second west (S 33-4' -1"W) forty-eight and sixty-eight hundredths (48.68) feet to the place of beginning; CONTAINING six hundred sixty-one (661) square feet be the same more or less.

Parcel No. 61C

BEGINNING at the intersection of the easterly right of way line of the proposed Connecting Road and the northerly line of Third St. said place of beginning being distant two hundred sixteen and eighty-nine hundredths (216.89) feet northerly from the northwest corner of Pacific Ave. and Third St. and running Thence (1) along said northerly line of Third St. north sixty-six degrees, thirteen minutes thirty seconds west (N 66-13'-30"W) forty-one and four tenths (41.4) feet to the dividing line between lands of grantor and the Meadow Land & Improvement Company Thence (2) along said dividing line north one degree, forty-one minutes, twenty-seconds east (N 1-41'-20"E) seventy eight and fifty-eight hundredths (78.58) feet to the westerly right of way line of the proposed Connecting Road; Thence (3) along said westerly right of way line, concentric with and forty (40) feet distant radially from the proposed center line of said highway, curving to the right with a radius of nineteen hundred fifty and eight hundredths (1950.08) feet a distance of forty-eight and sixty eight hundredths (48.68) feet measured along the arc of the curve with a chord bearing north thirty-three degrees,four minutes, one second east (N 33-4'-1"E) forty-eight and sixty-eight hundredths (48.68) feet to a point of curve; Thence (4) still along same, parallel with and forty (40) feet distant from the said proposed center line, north thirty-three degrees, forty-six minutes, fifty-five seconds east (N 33-46'-55"E) twenty-two and fifty-eight hundredths (22.58) feet to the dividing line between the Borough of Collingswood and the City of Camden; Thence (5) along said dividing line north fifty-seven degrees, fourteen minutes, thirty-seven seconds east (N 57-14'37" E) sixty-eight and forty-nine hundredths (68.49 feet to the southerly line of Fourth Street; Thence (6) along said southerly line of Fourth Street, south sixty-six degrees, thirteen minutes, thirty seconds east (S 66-13'-30"E) fifty-three and fifty-five hundredths (53.55) feet to the easterly right of way line of the proposed connecting Road; Thence (7) along said right of way line, parallel with and forty (40) feet distant from the proposed center line of the said highway, south thirty-three degrees, forty-six minutes, fifty-five seconds west (S 33-46'-55"W) ninety-four and seventy-two hundredths (94.72) feet to a point of curve:

Thence (8) still along same concentric with and forty (40) feet distant radially from the said proposed center line, curving to the left with a radius of eighteen hundred seventy and eight hundredths (1870.08) feet a distance of one hundred eight and thirteen hundredths (108.13) feet measured along the arc of the curve with a chord bearing south thirty-two degrees, seven minutes, thirty-three seconds west (S 32-07'-33"W) one hundred eight and eleven hundredths (108.11) feetto the place of beginning; CONTAINING thirteen thousand nine hundred eighty-six (13,986) square feet, be the same more or less;

Parcel No. 61D

BEGINNING at the intersection of the easterly right of way line of the proposed Connecting Road and the northerly line of Fourth St., said place of beginning being distant one hundred seventy-six and six hundredths (176.06) feet westerly from the northwest corner of Pacific Ave. and Fourth St. and running; Thence (1) along said northerly line of Fourth St., north sixty-six degrees, thirteen minutes, thirty seconds west (N 66-13'-30"W) twenty-nine and thirty-two hundredths (29.32) feet to the dividing line between the Borough of Collingswood and the City of Camden; Thence (2) along said dividing line north fifty-seven degrees, fourteen minutes, thirty-seven seconds east (N 57-14'-37"E) seventy-two and fifty-two hundredths (72.52) feet to the easterly right of way line of the proposed Connecting Road; Thence (3) along said easterly right of way line, parallel with and forty (40) feet distant from the proposed center line of the said highway, south thirty-three degrees, forty-six minutes, fifty-five seconds west (S 33-46'-55"W) sixty-one and forty-three hundredths (61.43) feet to the place of beginning; Containing eight hundred eighty-seven (887) square feet be the same more or less;

The above parcels No. 61A-B-C-D intended to convey all that land now owned or controlled by the party of the first part that lies between the right of way lines, forty (40) feet each side of the center line of the proposed Connecting Road, extendind from the line of the City of Camden and lands of the Meadow Land & Improvement Co. on the north to the northerly line of Second St., on the south, together with a piece of land lying between land of said Meadow Land & improvement Company and the westerly right of way line of said highway;

TOGETHER with the right to form and maintain slopes over adjacent lands of grantor; said right of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway: the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2,231.71 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Connecting Road, Camden

A report was presented advising that Walter Alfred Noll owner of Parcel #62 on the Connecting Road, Section #3, at Camden, was demanding an excessive amount, and recommendation was made that the appraisal of $298.72 be offered. On motion by Mr. Kidde, seconded by Mr. Stewart the State Highway Commission approved the recommendation of the State Highway Engineer and directed that in the event the sum of $298.72 is refused, that condemnation proceedings be entered into in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Section 3, Connecting Road, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel #62

BEGINNING in the center line of Third St., said point being corner to lands of grantor and G. Raymond Richman and on the line of lands of the Meadow Land & Improvement Co. thirty-five and ninety-eight hundredths (35.98) feet westerly from a stone monument marking corner to said lands of the Meadow Land & Improvement Company and running;

Thence (1) along line between lands of grantor and G. Raymond Richman south twenty-three degrees, forty-six minutes, thirty seconds west (S 23-46'-30"W) one hundred sixty-nine and eighty-three hundredths (169.83) feet to a corner to same; Thence (2) still along same north sixty-six degrees, thirteen minutes, thirty seconds west (N 66-13'-30"W) twenty-five and forty-six hundredths (25.46) feet to the westerly right of way line of the proposed Connecting Road: Thence (3) along said westerly right of way line concentric with and forty (40) feet distant radially from the proposed center line of said highway, curving to the right with a radius of nineteen hundred fifty and eight hundredths (1950.08) feet a distance of one hundred seventy and sixteen hundredths (170.16) feet measured along the arc of the curve with a chord bearing north twenty-six degrees, fifty-seven minutes, eighteen seconds east (N 26-57'-18"E) one hundred seventy and one tenth (170.1) feet to the center line of Third St. and line between lands of grantor and the Meadow Land & Improvement Company; Thence (4) along said line south sixty-six degrees, thirteen minutes, thirty-seconds east (S 66-13'-30"E) sixteen and two hundredths (16.02) feet to the place of beginning; CONTAINING thirty-seven hundred thirty-four (3734) square feet be the same more or less;

Intending To Convey all of that land now owned or controlled by the party of the first part that lies between the right of way lines of the proposed Connecting Road, between Second and Third Streets;

Together with the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $298.72 to the owner or owners of said lands and premises for the conveyance of the same to the State Of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way,Route #16 -

There was presented a report with appraisals on the property of Oscar J. Brown on Route #16, Sections #5 and #5A, Somerville-Royce Valley, and it was recommended that an offer of $373.10 be made, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $373.10 be made as recommended by the State Highway Engineer and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use, in the construction of State Highway Route #16, Sections #5 and #5A, All that certain lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the proposed southeasterly right-of-way line of Route #16, Section #5A, with the dividing line between lands of grantor herein on the southwest and lands now or formerly of A. F. Mathes on the northeast, said point being distant thirty-three (33) feet normally from the center line of Station 107 plus 86, as shown on plan hereto attached, entitled "New Jersey State Highway Department, Route #16-Sectiob #5A, Property to be acquired from O. J. Brown, Hillsboro Township, Somerset County, Scale 1" = 50', Revised May, 1925"; and running; Thence (1) southerly along said proposed right-of-way line, on the arc of a curve to the right with a radius of 988.37 feet, a distance of thirty-six and fifty-one hundredths (36.51) feet to a point of tangency at Station 108 plus 21.31; Thence (2) still along said right-of-way line, parallel to and thirty-three (33) feet distant from the center line, South thirty-nine degrees, fifty-nine minutes and twenty seconds West (S 39°-59'-20"W), a distance of one hundred eighty-six and sixty-nine one-hundredths (186.69) feet to a point in the dividing line between lands of grantor on the north and lands now or formerly of John H. Pendleton, Jr. on the south: Thence (3) along said dividing line North forty-nine degrees, twenty minutes West (N 49°-20'W), a distance of eighteen and five-tenths (18.5) feet to a point in the existing southeasterly side line of said State Highway: Thence (4) along said side line, North thirty-nine degrees, fifty-eight minutes East (N 39°-58'E), a distance of two hundred sixteen and twenty-six one-hundredths (216.26) feet to a point in the aforesaid dividing line between lands of grantor and lands now or formerly of A. F. Mathes; Thence (5) along said dividing line, South seventy degrees, thirty-four minutes, twenty-two seconds East (S 70° -34'-22"E), a distance of nineteen and twelve one hundredths (19.12) feet to the point and place of beginning; CONTAINING ninety-three and one thousandths (0.093) of an acre, be the same more or less;

TOGETHER WITH Parcel #12-B, described as follows:

BEGINNING at a point formed by the intersection of the proposed southeasterly right-of-way line of State Highway Route #16, Section 5A, with the dividing line between lands of grantor on the southwest and lands now or formerly of J. H. Pendleton, Jr., on the northeast, said point being distant thirty-three (33) feet normally from the center line of said State Highway, at Station 111 plus 62, as shown on aforesaid plan hereto attached, and running; Thence (1) along said proposed right-of-way line, parallel to and thirty-three (33) feet distant from the center line, South thirty-nine degrees, fifty-nine minutes, twenty seconds West (S39°-59'-20"W), a distance of one hundred ninety-eight (198) feet to a point in the northeasterly side line of an existing road leading to Manville, said road being northeasterly of the Lehigh Railroad property; Thence (2) along said side line, North forty-nine degrees, twenty minutes West (N 49° -20'W), a distance of eighteen and sixty-nine one-hundredths (18.69) feet to a point in the existing southeasterly side line of said State Highway; Thence (3) along said side line, North thirty-nine degrees, fifty-four minutes East (N 39° - 54'E), a distance of one hundred ninety-eight (198) feet to a point in the aforesaid dividing line between lands of grantor and lands now or formerly of John H. Pendleton, Jr.; Thence (4) along said dividing line, South forty-nine degrees, twenty minutes East(S 49°-20'E), a distance of nineteen (19) feet to the point and place of beginning; CONTAINING eighty-six one-thousandths (0.086) of an acre, be the same more or less;

TOGETHER with Parcel #12-C, described as follows:

Parcel #12-C

BEGINNING at a point formed by the intersection of the proposed northwesterly right-of-way line of Route #16, Section #5A, with the southwesterly side line of Brown Ave., distant thirty-three (33) feet normally from the center line of said State Highway, at Station 113 plus 11.99, as shown on aforesaid plan hereto attached, and running; Thence (1) along the southwesterly side line of Brown Ave., South forty-nine degrees, twenty-minutes East(S 49°-20'E), a distance of thirteen and twenty-eight one-hundredths (13.28) feet to a point in the existing northwesterly side line of said State Highway; Thence (2) along said side line, South thirty-nine degrees, fifty minutes and fifty-six seconds West (S39°-50'-56"W) a distance of eighty and five-tenths (80.5) feet to an iron pin in the dividing line between lands of grantor on the northeast and lands now or formerly of James Allen on the southwest;

Thence (3) along said dividing line, North forty-nine degrees, twenty minutes West (N 49°-20'W) a distance of thirteen and five-tenths (13.5) feet to a point in the aforesaid proposed north-westerly right-of-way line, said point being distant thirty-three (33) feet normally from the center line at Sta. 113 plus 92.5; Thence (4) along said proposed right-of-way line, North thirty-nine degrees, fifty-nine minutes, twenty seconds East (N 39° -59'-20"E), a distance of eighty and fifty-one one-hundredths (80.51) feet to the point and place of beginning;

CONTAINING twenty-five one-thousandths (0.025) of an acre, be the same more or less;

TOGETHER with Parcel #12-D, described as follows:

Parcel #12-D

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the southwest and lands now or formerly of James Allen on the northeast with the proposed north-westerly right-of-way line of Route #16, Section #5A, distant thirty-three (33) feet from the proposed center line of said State Highway at Station 115 plus 32.50, as shown on said plan hereto attached, and running;

Thence (1) along said dividing line, South forty-nine degrees, twenty minutes East (S49°-20'E), a distance of fourteen and two tenths (14.2') feet to an iron pin in the existing north-westerly side line of said State Highway; Thence (2) along said existing side line, South thirty-nine degrees, fifty-six minutes, eighteen seconds West (S 39° -56'-18"W) a distance of three hundred twenty and thirty-eight one-hundredths (320.38') feet to a point in the northwesterly side line of Park Ave.; Thence (3) along said side line of Park Ave., Norty twenty-nine degrees three minutes West (N29°-03'W) a distance of fifteen and five tenths (15.5') feet to a point in the aforesaid proposed northwesterly right-of-way line of said State Highway, distant thirty-three (33') feet from said proposed center line at Station 118 plus 47.5; Thence (4) along said proposed northwesterly right-of-way line, North thirty-nine degrees, fifty-nine minutes, twenty seconds East (N 39°-59'-20"E) a distance of three hundred fifteen (315') feet to the point and place of beginning; CONTAINING one thousand and forty-five ten thousandths (0.1045) acres be the same more or less;

INTENDING To Convey all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, parallel to and thirty-three (33) feet each side of the proposed center line of said State Highway, extending from the lands now or formerly of A.F.Mathes on the northeast to the lands of the Lehigh Valley Railroad on the southwest, and from Brown Ave. on the northeast to Park Ave. on the southwest;

TOGETHER With Parcel #1 on Route 16, Section 5, described as follows:

Parcel #1

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the southwest and the southerly right-of-way line of the Lehigh Valley Railroad on the northeast with the proposed south-easterly right-of-way line of Route 16, Section 5-A, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 126 plus 73.7, as shown on a plan hereto attached entitled "New Jersey State

Highway Department, Route 16, Section 5 & 5A, Property to be acquired from Oscar J. Brown, Hillsboro, Township, Somerset County, Scale 1" = 50', May 1923", and running; Thence (1) along said right-of-way line, South thirty-nine degrees, forty-nine minutes, twenty seconds West (S 39°59'20"W) a distance of nineteen hundred fifty seven and three tenths (1957.3) feet to a point in the dividing line between lands of grantor on the northeast and lands now or formerly of Edith J. Worral on the southwest; Thence (2) along said dividing line, North fifty-eight degrees West (N 58°-W) a distance of thirty-one (31) feet to a point in the proposed center line of State Highway Route 16, Section 5, as shown on said plan hereto attached; Thence (3) along the proposed center line of State Highway Route 16, Section 5 and 5A, North thirty-nine degrees, fifty-two minutes East (N 39° 52'E) a distance of nineteen hundred and twenty-one one-hundredths (1900.21) feet to a point in the dividing line between lands of grantor on the southwest and southerly right-of-way line of the Lehigh Valley Railroad on the northeast; Thence (4) along said dividing line, North sixty-nine degrees, thirty minutes East (N 69°30'E) a distance of seventh and fifty-six one-hundredths (70.56 feet to the point and place of beginning;

CONTAINING seven hundred twenty-seven one-thousandths (0.727) of an acre, be the same more or less, exclusive of existing roadway;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines thirty-three (33) feet each side of the proposed center line of said State Highway, extending from the southerly right-of-way line of the Lehigh Valley Railroad on the northeast to the lands now or formerly of Edith J. Worrall on the southwest, as shown on said plan hereto attached;

TOGETHER With Parcel #17 described as follows:

Parcel #17

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the south and lands now or formerly of Socrates T. and Emily L. Yeomans on the north, with the proposed easterly right-of-way line of State Highway Route #16, Section #5, distant thirty-three (33) feet normally from the center line at Station 215 plus 14, as shown on plan hereto attached, entitled "New Jersey State Highway Department, Route 16-Section 5, Property to be acquired from Oscar J. Brown, Hillsboro Township, Somerset County, Scale: 1" = 50', May 1923" and running; Thence (1) along said proposed easterly right-of-way line, South five degrees, seventeen minutes and fifty seconds West(S 5°-17'-50"W), a distance of one thousand forty-four and eighty-nine one-hundredths (1044.89) feet to a point of curvature at Sta. 225 plus 58.89; Thence (2) still along said proposed easterly right-of-way line, in a southerly direction, on a curve to the right with a radius of 797.49 feet, concentric with and thirty-three (33) feet distant radially from the proposed center line, a distance of one hundred ninety-seven and one one-hundredths (197.01) feet to a point in the existing center line of the road leading from Somerville to Woods Tavern at Sta. 227 plus 47.74; Thence (3) along said existing center line, North four degrees, fifty-three minutes and fifty seconds East (N 4°53'50"E), a distance of twelve hundred thirty-five and ninety-nine one-hundredths (1235.99) feet to a point in the aforesaid dividing line between lands of grantor and lands now or formerly of Socrates T. and Emily L. Yoemans; Thence (4) along said dividing line, North eighty-eight degrees, twenty-five minutes East (N 88°25'E), a distance of thirty-three and eight one-hundredths (33.08) feet to the point and place of beginning; CONTAINING thirty-three one-hundredths (0.33) of an acre, be the same more or less, exclusive of existing roadway;

June 30, 1925.

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the existing center line and the proposed easterly right-of-way line, distant thirty-three (33) feet from the proposed center line, extending from lands of Socrates and Emily T. Yoemans on the north to a point of intersection of the above mentioned lines, at about Sta. 227 plus 47.74, on the south, all as shown on said plan;

TOGETHER WITH an EASEMENT over a strip of land thirty (30) feet in width, for the purpose of entering upon, deepening, widening, straightening the channel and forever maintaining the flow of water in the existing stream, on Parcel 1-A, the center line of which is described as follows:

Easement #1-A

BEGINNING at a point in the southerly right-of-way line of the Lehigh Valley Railroad Company's property at the outlet of an existing culvert, distant one hundred fifty-five (155) feet from the proposed center line of the aforesaid State Highway at Sta. 127 plus 32, said distance being measured in a northeasterly direction along the southerly right-of-way line of the Lehigh Valley Railroad property; Thence (1) along the approximate center line of the existing stream South twenty-five degrees, thirty-one minutes East (S 25°-31'E), a distance of four hundred eighty-one (481) feet more or less to an angle point in the existing stream; Thence (2) South four degrees, one minute East (S 4°-01'E), a distance of five hundred nineteen (519) feet to a point in the existing stream at the end of the proposed change, all as shown on map attached hereto, entitled "New Jersey State Highway Department, Route #16, Section 5 & 5A. Easement to be acquired from Oscar J. Brown, Hillsboro Township, Somerset County, Scale 1"= 50', Feb. 1925", Revised May 1925."

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $373.10 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

On motion by Mr. Stewart, seconded by Mr. Kiuce, The State Highway Commission directed that an offer of $12.40 be made to George W. Young for property to be acquired for Route #16, Section #5A, Somerville-Royce Valley Section and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #16, Section #5A, ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel #8

BEGINNING at a point formed by the intersection of the proposed new easterly right-of-way line of Route #16, Section #5A, with the dividing line between lands of grantor herein on the north and lands now or formerly of Jane S. Groman Stevekin on the south, said point being distant thirty-three (33) feet normally from the proposed center line, at station 100 plus 78.84, as shown on plan hereto attached, entitled "New Jersey State Highway Department, Route 16-Section 5A, Property to be acquired from George W. Young, Hillsboro Township, Somerset County, Scale 1" = 50', 1924"; and running: Thence (1) along said dividing line, North seventy degrees, thirty-seven minutes and forty seconds West (N 70° -37'-40"W), a distance of sixteen and five tenths (16.5) feet to a point in the existing easterly right of wya line of said State Highway, Thence (2) along said right of way line, North nineteen degrees, twenty-two minutes and twenty seconds East (N 19° -22'-20"E), a distance of two hundred twenty-two and eighty-four one-hundredths (222.84) feet to a point in the proposed new easterly right of way line of said State Highway, distant thirty-three (33) feet radially from the proposed center line, at station 98 plus 61.03; thence (3) southerly along said proposed right-of-way line, on a curve to the right with a radius of 988.37 feet, a distance of one hundred eighty and eighty-five one-hundredths (180.85) feet to a point of tangency, at station 100 plus 35.84 Thence (4) still along said proposed right of way line, South nineteen degrees, twenty-two minutes and twenty seconds West (S 19°-22'-20"W), a distance of forty-three (43) feet to the point and place of beginning; CONTAINING sixty-two one-thousandths (0.062) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the existing easterly side line of said State Highway and the proposed easterly right-of-way line, extending from the intersection of said lines on the north to the lands now or formerly of Jane S. Groman Stovekin on the south, all as shown on said plan hereto attached;

IT IS HEREBY UNDERSTOOD AND AGREED that the cash consideration hereinabove agreed to is to be considered by both parties hereto as payment in full to the grantor, his heirs, lessees, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road, excepting that existing fences encroaching on the highway will be reset by the State in as good condition as existing, without cost to the grantor.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $12.40 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

There was presented a report with appraisals on the property of Pauline Wozniak, known as parcel #6 on Route #16, Section #5A, and recommendation was made that an offer of $190.00 be made or condemnation be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $190.00 be made for Parcel #6 on Route #16, Section #5A and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 16, Sec. 5A, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #6

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the south and lands now or formerly of John M. Frazee on the north with the proposed easterly right of way line of State Highway Route #16, Section #5A, said point being distant thirty-three (33) feet normally from the proposed center line at Station 67 plus 45.06, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 16-Section 5A, property to be acquired from Pauline Wozniak, Hillsboro Township, Somerset County. Scale = 1" = 50' 1924 Revised March 1925"; and running thence (1) along said right of way line, parallel to and distant thirty-three (33) feet normally from the proposed center line, South seven degrees thirty-two minutes, forty seconds East (S 7°32'40"E), a distance of seven hundred seventy-one and forty-one one-hundredths (771.41) feet to a monument in the dividing line between lands of grantor herein on the north and lands now or formerly of Louis H. Canfield on the south at Station 75 plus 16.47; Thence (2) along said dividing line, South eighty-two degrees, twenty-seven minutes, twenty seconds West)S 82° 27' 20"W), a distance of thirty-three and twenty-seven one-hundredths (33.27) feet to a point in the existing center line of said State Highway; thence (3) along said center line, North seven degrees, thirty-four minutes, thirty-eight seconds West (N 7° 34' 38"W), a distance of seven hundred seventy-one and fifty-eight one hundredths (771.58) feet to a point in the dividing line between lands of grantor herein on the south and lands now or formerly of John M. Frazee on the north; Thence (4) along said dividing line, North eighty-two degrees, forty-three minutes East (N 82°43'E), a distance of thirty-three and seven tenths (33.7) feet to the point and place of Beginning;

CONTAINING three-tenths (0.3) of an acre, be the same more or less, exclusive of existing roadway;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the existing center line of said State Highway and the proposed easterly right-of-way line, extending from the lands now or formerly of John M. Frazee on the north to the lands now or formerly of Louise Haskins Canfield on the south as shown on a plan hereto attached.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $190.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Federal Aid-Route#15, Section 7

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Agreement #68 for Route #15 Section #7, Menantico Creek-Mauricetown Section.

Hainesburg-Columbia Road

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that final inspection of the Hainesburg-Columbia Road, Warren County, be referred to Commissioner Kidde.

Maintenance,Burlington County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the Burlington County Maintenance and Betterment Schedule for 1925.

Township Aid, Burlington County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved acceptance and final payment on Keeler's Corner-Arney's Mount Road, Pemberton Township, Burlington County Township Aid.

Township Aid, Monmouth County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved acceptance and final payment on Bangs Avenue, Neptune Township, Monmouth County, Township Aid.

Township Aid, Cumberland County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved acceptance and final payment on Cumberland-Port Elizabeth Road, Section #2, Maurice River Township, Cumberland County, Township Aid.

Township Aid Requests - 1925

There was presented a list of applications received from the Townships of the State making request for Township and Borough Aid from the funds to become available on July 1st. On motion by Mr. Kidde seconded by Mr. Stewart, the State Highway Commission directed that a copy of these requests be forwarded to each Commissioner for study and attention at the next meeting.

Route #5, Section #12

Commissioner Kidde reported on the matter of final inspection made by him on Route #5, Section #12, Netcong-Canal Culvert Section, that this road was completed in satisfactory condition with the exception of joints where the filler had been tracked over the pavement and the joints needed additional pouring. He moved that final acceptance be made, subject to the approval by the State Highway Engineer, of the work to be done on the joints. This was seconded by Mr. Stewart and adopted.

Extension of Time, Route #4
Manasquan River Bridge

The Secretary presented a communication from S.S. Thompson, contractor on the Manasquan River Bridge on Route #4, requesting an extension of time to August 1, 1925, for the completion of his work.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an extension of time to August 1, 1925, to S. S. Thompson, Inc., for the construction of the Manasquan River Bridge at M. P. 69.4 on Route #4, with the understanding that no further extensions will be granted.

Commendation

The Secretary presented a communication received by Commissioner Stewart from Charles W. McCutcheon of Plainfield, commending the excellent work done by the Commission and for its maps. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered spread in full on the minutes. The communication is as follows:

> "Many thanks, dear Mr. Stewart, for the road map of New Jersey. It is the best (and clearest) I have ever seen of any State. Many thanks, too, for the excellent roads you and your associates have given us--the best New Jersey ever had! It is a joy to see them and to ride over them; they have all the signs of being thoroughly constructed--built to last--not merely a few months-- and to afford to the citizens (taxpayers) of the State substantial service for years. I cannot adequately express to you how great a comfort it is to witness the evidence of competent engineering and construction, and intelligent oversight, which these fine highways exhibit. I, for one, wish to say to you and your Commission, and the Governor who selected you: "Well done good and faithful servants!"
>
> Very sincerely yours,
> C.W.McCutcheon.
>
> June 29, 1925.

Increases

State Highway Engineer Sloan presented to the Commission a list of increases and promotions approved by him and recommended to the State Highway Commission at its last meeting. The Commission went into conference on this matter and following this conference Commissioner Stewart moved that the recommendations as presented by the State Highway Engineer for increases to the employees of the Department, be approved subject to approval by the Civil Service Commission. This was seconded by Mr. Kidde and adopted.

The Secretary informed the Commission that Mr. Jelin had advised that he would return from the South on June 8th or 9th. Commissioner Stewart, therefore, moved that the next meeting be held on Thursday,July 9th, at Trenton. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned at 6:00 P.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

JULY 9, 1925

OCT. 20, 1925

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MINUTES OF MEETING - July 9, 1925

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Thursday, July 9, 1925. The meeting was called to order by Chairman Scott at 10:30 A.M.

Present: Gen.H. L. Scott, Chairman, Messrs. Walter Kidde, Percy H. Stewart and Abraham Jelin.

Route #17,Hackensack-Rutherford

The Secretary informed the Commission that Mr. J. Ernest Thier, County Supervisor of Roads of Bergen County, was present and desired a hearing on several Bergen County matters. On motion, duly seconded, a hearing was granted. Mr. Thier appeared and presented several communications from the Board of Freeholders. The first was to the effect that the acquisition of rights of way for Route #17, between Hackensack and Rutherford, was proceeding as rapidly as possible, and just as soon as the property plans were furnished the entire section would be acquired. He requested information as to which section of the road would be placed under construction first, and suggested that the southern section, from Meadow Road to the Paterson Plank Road, be started so that when completed it will furnish an outlet to traffic. He also stated that the fills required on the northern end ought to be made first so that it could settle before a permanent pavement is placed. Mr. Thier was advised that the matter would be given serious consideration by the Commission and that the County should proceed to acquire all the property needed.

Route #14,Taking over new Routes

Mr. Thier also presented a communication from the Board of Freeholders of Bergen County, advising that arrangements have been made whereby the LeMoine Avenue Extension in Fort Lee could be constructed by agreement between the State, County and Borough, and he desired information as to which party would let the contract, and also what assurance the Commission could give that when the road was completed ~~and~~ it would be taken over as part of the State Highway System. On motion by Mr. Kidde, seconded by

July 9, 1925.

Mr. Jelin, the State Highway Commission directed that the Bergen County Freeholders be advised that the State Highway Commission will be glad to give consideration to the matter of taking over the LeMoine Avenue extension at Fort Lee on Route #1[illegible], as designated by the Legislature, as soon as funds are available.

Detour, Route #4

The Secretary informed the Commission that Mr. Gummere and Mr. Terry of the Pennsylvania Railroad Company were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Gummere informed the Commission that the General Superintendent of the New York Division has sent them to appear before the State Highway Commission concerning a detour in Middlesex County during the reconstruction of St. Georges Avenue between Rahway and Perth Amboy. He advised that as the detour was at present located, the traffic will have to pass two grade crossings within a distance of 165 feet, and with the heavy traffic on this route it might occur that when traffic is stopped at one crossing the traffic will back up and be forced to stop on the main line tracks at Iselin, at which point there is an average of one train every four minutes. They suggested a detour by way of Metuchen and the Shore Road at Perth Amboy, by which line there would be only one trolley grade crossing.

In this connection, the Secretary presented communications from the New Jersey Automobile and Motor Club and the Rotary Club of Woodbridge, calling attention to the dangerous detour established for Route #4 traffic.

State Highway Engineer Sloan advised that the detour suggested by the Railroad Company Officers would carry traffic several miles further and he did not believe that the conditions would arise as suggested.

Commissioner Kidde suggested that it might be possible to form some temporary bridge structure over the main line tracks on which the traffic could be carried. After further discussion, the Chairman thanked the officials of the railroad company for appearing in this matter and advised that the same would be given very careful consideration.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communications be acknowledged with the advice that the matter is being carefully considered.

Request for Hearing,
Gloucester County

The Secretary presented a telegram from Assemblyman Stratton of Gloucester County, advising that both Senator Borton and he would like to have the hearing, concerning the taking over of the road between Westville and Pennsgrove, held in that section if possible.

Commissioner Kidde moved that the telegram be acknowledged with the advice that the difficulty of taking over State Highway Routes without funds in hand makes it desirable that a hearing be arranged before the Commission at Trenton, where the situation can be better discussed without arousing public opinion which cannot be satisfied. This was seconded by Mr. Jelin and adopted.

Right of Way, Route #3

The Secretary presented a report from Hon. F. [illegible]. DeVoe, Assistant Attorney General, advising that in reference to the papers returned to him in the Edward Miller condemnation for appeal, it is now too late to appeal this matter or to abandon the condemnation. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be acknowledged and that the action taken requesting the appeal be rescinded from the minutes in view of the facts.

Route #2, Section #8

The Secretary presented a communication from the Union Paving Company requesting permission to change the surety corporation bond furnished on their contract for Route #2, Section #8, Bridgeboro-Pensauken, from the Fidelity & Casualty Company of New York to the United States Guarantee Company of New York. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the substitution of the bondsman be approved provided the United States Guarantee Company is on the accredited list of the

Banking & Insurance Department.

Route #9. Cranford

The Secretary presented a communication from the Central Railroad Company of New Jersey, advising that their attention has been directed to the fact that the Commission is now advertising for bids for the construction of Route #9 through Cranford, and in view of the fact that there are proposed grade crossing eliminations through Cranford, the Railroad company would like to have a set of plans in order that the grades might be worked out to mutual advantage. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that a copy of the plans be forwarded to the railroad company forthwith.

Sidewalks- Trees
Route #4, Sec.30, Manahawken-Tuckerton

The Secretary presented a resolution from the Township Clerk of Stafford Township, Ocean County, requesting the State Highway Commission to adopt the same width of highway for Route #4 through Manahawken as they adopted for village of West Creek, which will permit of the retaining of sidewalks.

There was also presented a telegram from Sarah S. Stiles, Ocean County Committeewoman, requesting a hearing on July 14th, concerning the matter of shade tree removal at West Creek, New Jersey.

Tree Planting

Chairman Scott presented to the Commission for its consideration and adoption the following resolution:

> RESOLVED, "That wherever the State Highway Commission finds it necessary to remove a shade tree it shall be replaced by two additional trees at some point along the State Highway System."

Commissioner Jelin moved that the resolution as offered by Chairman Scott be adopted. This was seconded by Mr. Kidde and adopted .

On motion by Mr. Kidde, seconded by Mr. Jelin, the information contained in this resolution was ordered to be forwarded to the Township of Stafford and to Sarah S. Stiles in answer to their communications.

Right of Way, Route #1 Extension

The Secretary presented a bill rendered by Mr. Percy A. Gaddis for appraisals and disbursements on Route #1 Extension at Jersey City, in the amount of $975.00.

There was also presented a bill from C. A. Burhorn for appraisals on property of Route #1 Extension in the amount of $600.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the bills were ordered approved and paid.

The schedule of business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #1 Extension, Section 2,
Jersey City.

There was presented a report of the following bids received on July 6th for the construction of a subway on Route #1 Extension at Jersey City, known as Section #2:

Public Service Prod. Co.	$1,176,601.95
Chas. T. Kavanagh	1,183,064.50
Frederick Snare Corp.	1,417,414.00
Rice & Ganey	1,430,217.75
Joseph L. Sigretto	1,710,247.80

State Highway Engineer Sloan informed the Commission that he would recommend award to the Public Service Production Company, the lowest bidder, but in view of the fact that the Erie Agreement has not yet been approved, the Commission might desire to hold this matter for the next meeting. On motion by Mr. Jelin, seconded by Mr. Kidde, the matter was ordered held until the next meeting of the Commission, at which time the award will be considered.

Route #4, Section #32

There was presented a report of the following bids received on July 6th for the construction of Route #4, Section #32 between Rahway and Perth Amboy:

C. H. Winans Co.	$ 478,283.70
Public Service Prod. Co.	496,011.19
J. F. Chapman & Son	501,442.92
E. RileyMixner Co.	508,204.00
Sutton & Corson	549,048.09
Utility Const. Co.	557,669.15
Weldon Cont. Co.	563,557.04

State Highway Engineer Sloan stated to the Commission that he had received word from Senator Larson that the Town of Woodbridge had served notice of its intention to widen upon the residents and will introduce the proper resolution in order to do the work. He advised, however, that he did not feel that this should hold up the award of contract, and he recommended that award be made with the understanding that if the additional width is not forthcoming from the Township, the work will be completed on a 29-foot basis to be paid for by the State. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #4, Section #32, between Rahway and Perth Amboy, to C. H. Winans Company at their low bid in the amount of $478,283.70, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Entrance Road,Section #1 Camden

Plans and specifications were reported completed for the construction of the Delaware River Bridge Entrance Road, Section #1, from Eleventh Street to Cooper River in the City of Camden, including the elevation of Federal Street, and advertisement was recommended. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Delaware River Bridge Entrance Road, Section #1, from Eleventh Street to Cooper River in the City of Camden, including the elevation of Federal Street, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #7, Section #5

Plans and specifications were reported completed for the construction of Route #7, Section #5, Jerseyville-Freehold, in the County of Monmouth and recommendation for advertisement was made. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications

for the construction of Route #7, Section #5, Jerseyville to Freehold, in the County of Monmouth and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Bridges, Route #4, M.P. 26.2 & 27.5

Plans and specifications were reported completed for the construction of two concrete bridges at M. P. 26.2 and 27.5 on Route #4, Section #30, Ocean County and advertisement was recommended. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

RESOLVED, that plans and specifications for the construction of two concrete bridges at M. P. 26.2 and 27.5 on Route #4, Section #30, be approved, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to make the necessary advertisement for the work after approval by the State Highway Engineer.

Route #3, Widening, Section #12

On motion by Mr. Kidde, seconded by Mr. Jelin, the completed work on Route #3, Section #12, Widening was ordered referred to Mr. Jelin for final inspection.

Route #1, Hackensack River Bridge

State Highway Engineer Sloan presented a communication from Stillman, Delehanty, Ferris Company, contractors on Hackensack River Bridge, advising that it will be inconvenient to reconstruct the west side of the center fender on the Hackensack River Bridge at this time as it will be in the way during the construction of the new pier, and it is, therefore, their intention to discontinue for the time being the work on contract for pier removal, and request was made that penalties be not applied on these contracts in order that the work might be properly co-ordinated by the company.

State Highway Engineer Sloan recommended to the Commission that in view of the conditions the penalties on these contracts be remitted and that the time for completion be extended on the discretion of the State Highway Engineer of the working out of the two contracts together, in order to make the proper progress. On motion by Mr. Stewart, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved.

Route #5, Alignment, Buttzville

It was recommended to the Commission that the building on the hotel property at Buttzville on Route #5, be wrecked at this time in order to improve the line of vision at a very bad corner, and there was submitted a report from the Superintendent of Maintenance advising that Mr. Oscar Smith of Belvidere is willing to tear down and demolish this structure for the salvage it contains. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the wrecking of the Buttzville hotel property on Route #5 for salvage contained therein and the entering into contract with Oscar Smith for this purpose.

Rights of Way, Routes #3. #4, #9
#20

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following parcels of property and directed that a letter of thanks be forwarded to those people who have sold to the State for a nominal sum:

Route	Parcel	Name	Consideration
3	34A	Christopher Columbus Beneficial Soc.	$ 10.00
4	16	Sadie Downs and Wm. F. Husband	25.00
"	17	Marvin B. Mathis & Wife	100.00
"	19	Norris Maxwell & Wife	650.00
"	21	Caleb F. Allen & Wife	25.00
"	27	Benjamin W. & Louise D. Chew	125.00
"	32	William T. Cramer, Widower	10.00
"	33	James G. Speck & Wife	300.00
"	34	Larner S. Giffore & Wife	25.00
9	2	The Bloomsbury Graphite Co.	50.00
"	3 & 3A	Anna E. & Nelson C. Deemer & Edwin McCrea	10.00
20	37A	George F. Beebe, single	160.00
"	58	Leopold Formosa, Sr.	1.00
"	74	Azor Lockard, Widower	1.00
"	76	Guiseppi Mescaro	1.00
"	85	James W. Bennett	1.00
"	86	George A. Spangler	1.00

Right of Way, Route #9

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of a warranty deed from Emma Stryker, Franklin A. Stryker, Royal Ditmars, Milton Ditmars and Harold Ditmars for parcels #1 and #1A on Route #9, Sectiob #13, White House-Somerset County Line, for the consideration of $66.00, in accordance with a preliminary understanding, the State having removed their buildings in accordance with previous action of the Commission on May 23, 1924.

July 9, 1925.

Right of Way, Route #18-North

There was presented for acceptance by the Commission a deed given by the estate of William W. Phelps, Incorporated, covering parcels #2, #2A and #4 on Route #18, Section #2, in the Borough of Alpine, for the consideration of $1.00 plus protection and improvement of the property as provided for in the preliminary understanding and as incorporated in the contract. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed the acceptance of the aforementioned deed with a letter of thanks to be forwarded to Major Welsh for his efforts in this behalf.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of quit claim deeds for the following parcels of property on Route #4, Section #31, Tuckerton-New Gretna Section:

Parcel	Name	Consideration
31	Isaac L. Berry & Wife	$1.00
37	Samuel Maxwell & Wife	1.00
41	William F. Downs & Wife	1.00
47	Jarvis Jerew & Wife	1.00
48	Morris C. Gaskill & Wife	1.00
52	Mary J. Crammer, Widow	1.00
57	George A. & Charles H. Maxwell	1.00
59	Adelbert Robbins & Wife	1.00
61	Lewis Gerew & Wife	1.00
83	Wm. T. Cramer, Widower,	1.00
94	Benjamin W. Chew, single	1.00
111	Patrick F. Flynn, widower	1.00
119	James G. Speck & Wife	1.00

Federal Aid, Route #4 Section 3

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid agreement #73, Section "F" on Route #4, Section #30, Manahawken-Tuckerton Section

Wenonah-Mantua Road, Gloucester County,- M.V Aid.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the ~~appointment~~ of $25,000.00 from the Emergency funds to Gloucester County, and also approved of plans and specifications on the Wenonah-Mantua Road on which this money is to be applied in order that the State may have its supervision on the work.

July 9, 1925.

Route #20, Section #1, Clayton-Glassboro

Chairman Scott informed the Commission that he had inspected the completed work on Route #20, Section #1 Clayton-Glassboro, as referred to him at the last meeting, and he recommended that the same be accepted. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of the completed work on Route #20 through Glassboro.

Township Aid, Warren County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of the Stewartsville-Bloomsbury Road, Greenwich Township, Warren County, Township Aid.

Township Aid, Cumberland County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the acceptance and final payment on the Heislerville Road, Section #2, Maurice River Township, Cumberland County, Township Aid.

Township Aid, Union County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of plans and specifications for Valley Street, Union County, Union Township, Township Aid.

Township Aid, Cumberland County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Landis Avenue, Section #4, Cumberland County, Township Aid.

Maintenance-Cumberland County

On recommendation of the State Highway Engineer, Commissioner Kidde moved that Cumberland County be requested to reject bids for SCO and readvertise for the same without including cover material thereon. This was seconded by Mr. Stewart and adopted.

Right of Way, Route 1, Extension, Jersey City

State Highway Engineer Sloan presented to the Commission appraisals made by Mr. Percy A. Gaddis of the physical value of the property and lease of Mr. F. Boland at the southwest corner of Hoboken and Palisades Avenues, showing a total value and damage of $10,963.00. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that in view of the offer already made of $3,000 that the same be changed to an offer of $10,963.00, in accordance with the appraisal and in the event of refusal that condemnation proceedings as already authorized be proceeded with forthwith.

The State Highway Engineer presented an agreement signed by Lewis Fort and Mary Fort for the sale of their property on Route #1 Extension at Jersey City for the consideration of $10,000.00, and he recommended that the same be approved. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the property of Lewis and Mary Fort on Route #1 Extension, for the consideration of $18,000.00

State Highway Engineer Sloan informed the Commission that in accordance with the action taken at the last meeting an offer of $8,000.00 had been made to Julius Edelbach, which had been refused, but Mr. Edelbach has expressed a willingness to accept $8,500.00, which it was recommended be accepted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the property of Julius Edelbach for the sum of $8,500.00.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

7/1/25	Willard B. Wood,	Rodman,	$ 75.00	mo.
7/1/25	Isadore J. Silverstone	Draftsman, (Struct.)	200.00	"
6/22/25	T.E. Willoughby,	Highway Const. Insp.	175.00	"
6/22/25	John A. Roberts,	Designer,	300.00	"
6/15/25	Robert S. DuBois,	Br. Designer,	300.00	"
7/1/25	Wm. H. Thorn, Jr.	Rodman,	90.00	"
7/13/25	John K. Terres,	"	90.00	"
6/29/25	George I. Ellis,	Jr. Inspector,	125.00	"
6/29/25	Chas. E. A. Mathews,	" "	125.00	"
7/1/25	Walter A. Keppler,	Asst. Civil Engr.	165.00	"
7/16/25	D. H. Phillips,	Res. Engineer,	225.00	"
7/1/25	Charles C. Hewitt,	Title Searcher,	150.00	"
7/6/25	Gladly B. Brewer,	Key Punch Oper.	90.00	"
7/3/25	Hugh F. Carey,	Jr. Inspector,	125.00	"
6/24/25	William M. Maher,	" "	125.00	"
6/25/25	George S. Lodge,	Draftsman,	90.00	"
7/1/25	Wm. J. Knight,	Br. Tender,	25.00	"
7/7/25	Frank V. Hulit,	Title Searcher,	150.00	"

Employed

7/2/25	Abe Johnson	Mechanic,	.60 Hour
7/6/25	Willis W. Satterthwaite	Garage Asst.	.45 "
6/29/25	Micky O'Hern	Motor Truck Driver,	.40 "
5/25/25	Peter Ney,	" " "	.40 "
6/26/25	Gideon Willever,	" " "	.40 "
5/25/25	Carl Strigh,	" " "	.45 "
5/25/25	Milton Shepard,	" " "	.40 "

Salary and Title Change

7/1/25	Alfred D. McMaster.	Rodman, $90, to Jr. Engineer, 110.00 per month.
7/1/25	Frederic P. Reimer,	Jr. Engineer $125. to Asst. Civ. Engineer at $165.00 per month

Increases

6/8/25	Abe Jaffey,	Garage Assistant,	$ .45 to $ .50 per hour.
6/16/25	Wm. Lawlor,	" "	.55 to .60 " "

Discontinued Employments

7/1/25	Robert M. Losey,	Draftsman,	Resigned
7/6/25	Osman Corson,	"	"

Hainesburg-Columbia Road,
Federal Aid, Warren County

Commissioner Kidde reported the inspection of the Hainesburg-Columbia Road, Warren County Federal Aid work and moved that the same be accepted on the part of the State. This was seconded by Mr. Stewart and adopted.

Route #5, Trolley Tracks

Commissioner Kidde reported concerning a meeting held at the offices of King and Vogt, Attorneys for the Morris County Traction Company, at Morristown, on the matter of the reconstruction of the trolley track area occupied by the Morris County Traction Company through Route No. 5 and other communities. This meeting was held on Wednesday, July 8th, and was attended by representatives of Summit, Springfield, Dover, Milburn, Madison, Dover, Morristown, and the Freeholders of Union County. City Attorney Congelton, of Milburn, was named as Chairman of the meeting and advised that Judge Runyon, on his suggestion, had asked that this meeting be called of all the interested parties to determine what could be done toward securing an amicable settlement of the difficulties, and to report back to the Court on the following week. The meeting opened with a technical discussion as to the position of the railway company, and Attorney King endeavored to have the municipalities release the railway company from its liabilities as to road paving and also for back taxes due. Mr. Kidde then stated that he believed it was time for the receivers to advise what the railway company was prepared to do, and what sacrifices the bondholders would make to rehabilitate the lines. The receivers were not present at the meeting, and Attorney King explained that there was about $125,000 of free money on hand, of which there was due practically a similar amount in back taxes unpaid. He also advised that there were 288 bondholders and it was difficult to get them together to obtain action, and he did not believe that anything would result from this since the bonds are now worth only $20 for each $100 worth. Mr. Kidde then advised that the Commission would not stand for the sparring and desired some definite action taken. Several of the communities represented stated that if no satisfactory adjustment could be made, they were prepared to see the rails torn up and a bus line franchise granted. A proposition was made on behalf of the State that the railway company should rehabilitate its tracks, furnish new rails and track material, and in addition pay for the cost of putting in a new macadam pavement, and also pay a flat sum in lieu of future maintenance, in an amount of one-half the capitalized cost of maintenance, amounting to about $10,000 per mile. This was countered by the railway company with an offer for Madison and Chatham in an amount of $50,000.00, which was refused. It was then suggested that the Committee return to Judge Runyon with the advice that no agreement could be reached. It was finally determined that a Committee, composed of Mr. Congelton, Chairman, Mr. Meisel, Director of Union County Board of Freeholders, and Commissioner Kidde, meet with the railway officials before the Highway Commission on this day at 2:30 P.M. The remaining municipalities expressed a willingness to await the outcome of this hearing before the State Highway Commission before taking further action, and it was decided to postpone the return to Judge Runyon for two weeks. On motion, duly seconded, the report was ordered received.

Commissioner Kidde moved that a recess be taken for luncheon until 2:30 P.M. This was seconded and adopted.

The meeting reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

The Secretary informed the Commission that Mr. Elmer King, Attorney for the Morris County Traction Company, Mr. Choate, Jr., Receiver, and a Special Committee composed of Mr. Congelton and Mr. Meisel, were present for a hearing as arranged by Commissioner Kidde. On motion, duly seconded, a hearing was granted. Mr. Kidde explained that the delegation was present to endeavor to work out a plan for the reconstruction of the tracks of the Morris County Traction Company which could be carried back to Judge Runyon, before whom an Order to Show Cause is returnable on Monday next. Mr. Choate addressed the Commission and stated that the Traction Company is in very bad shape financially and should not be subjected to the claims as imposed by the franchises through the several municipalities. He explained that at the time the franchises were granted the cost of labor and materials was very little, and the travel was almost entirely horse drawn, and the traveled way required little maintenance, while today there is heavy construction required where the franchises call for a payment similar to that placed by the municipalities. He also stated that at the same time the traction company was being charged with paving costs, the bus people were coming in and asking for good roads to ride over without paying anything for the privilege. Commissioner Stewart inquired as to the ownership of the Company and the bonded indebtedness. Mr. King explained that the bondholders held $3,000,000 worth, which were only worth $20 on the market against a $100 par value. Commissioner Kidde explained that it must be understood that the Highway Commission is acting under the laws creating it, and is in no position to relieve the traction company from its franchise obligations. He also explained that a schedule had been made up by the Company representatives, at the conference held on Wednesday, showing paving obligations of $219,000 and track rehabilitation at $207,000; and Mr. King had set the total figure at nearer $600,000.00

Mr. King addressed the Commission and stated the history of the traction company and its finances. He advised that the Company realized its obligations but was without funds and in the hands of receivers, and whatever was decided upon must be referred to the Judge for his consent. He suggested the following (1) that the bondholders be asked for an assessment on their bonds; nothing can be obtained from the stockholders since they have nothing, and it was hardly possible that the bondholders would give up. He suggested too, that the State Highway Commission have a representative on the Board of Directors of the Company; and (2) that the municipalities through which the company runs also have representation on the Board; and (3) that for five years the net earnings of the corporation be applied and divided equitably among all, as well as the paying of current taxes; and (4) that the back taxes be foregone by the municipalities; and (5) that all should forego any past paving obligations as well as the future. He called this scheme a "moratorium" for five years, at the end of which time it could be determined what the attitude of the Legislature would be. Mr. King questioned as to the new equipment purchased during the receivership, and was advised that 10 new cars were purchased on Trust certificates, in amount of about $85,000. Commissioner Stewart advised that the Commission could not become party to any such agreement, since it could not act as a member of the Board of Directors of the Company. Commissioner Kidde stated that it would be possible, in his opinion, to enter into a plan for deferred payments to be made by the traction company if the company could demonstrate its solvency by getting some extra money in hand. He placed this amount at about $200,000.00, and the work to be done to be about $400,000.00. Mr. Kidde also stated that it was suggested that Receivers' Certificates be issued and sold to the bondholders to raise the sum mentioned by him.

Mr. Congelton informed the Commission that he appeared as a representative of the municipalities through which the traction company operated, and from what he heard it appeared as though the traction company was anxious to have the municipalities relieve it of all its obligations, and he replied that the towns would much rather have the trolley tracks torn out and replaced by a bus line than to permit the line to stay without fulfilling it obligations.

Mr. Meisel also spoke and stated that he was familiar with the trolley line since its inception, and it certainly could not but the franchise obligations as the cause of its failures, especially in Union County, where very little has been spent on track work. He stated that the County is advised by its attorney that there is no legal right for expending County funds to aid the trolley company in repairing its tracks, and the only thing left is to advise the counsel to go before the Grand Jury and present the case to them. Mr. King asked for permission to think the matter over and to again come before the Commission. Mr. Stewart advised that the Commission would still hold the Company to its franchise obligations. The hearing was closed with advice by Mr. King that the matter would be carried through as soon as possible.

Sussex-Coleville Road, Sussex
County- M. V. Aid

The Secretary informed the Commission that Judge H. T. Kays, Attorney for Sussex County, and County Engineer Harvey Snook, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Judge Kays informed the Commission that following advertisement for bids on the Sussex-Coleville Road, the low bid had been received in an amount of approximately $75,000.00. He stated that this hearing was arranged to request the State Highway Commission to permit the County to use the full amount of $55,000.00 as set up by the State on the work. He called attention to the fact that as originally set up the State's share was to be 50% of the contract cost not exceeding $55,000.00. He pointed out, however, that although the contract price was $75,000.00, the County had an additional charge of $7,000.00 for engineering as well as cost for guard rail and right of way; in addition to this, the County proposed to reinforce the bridges on this section and, would, within the next two or three years, entirely rebuild the same from their own funds.

Commissioner Jelin stated that he believed if the County would consider rebuilding the bridges from its own funds it would be fair to set up the entire amount of $55,000.00 against this project.

Judge Kays also called attention to the fact that this section of road is part of a legislated State Highway which at some time would come under the entire control of the State Highway Commission, and there was considerable objection on the part of the taxpayers in Sussex County to spend any considerable amount of money toward this improvement.

Chairman Scott stated that there was a very fallacious idea prevalent in the State that just as soon as roads were legislated, State Highways. it was not necessary for the local governing bodies to provide further maintenance. However, the State Highway Commission must make it clear that until there are additional funds provided, it will not be possible to take over for future maintenance or construction any considerable amount of new highways. Following further discussion, Commissioner Jelin moved that the former action of the State Highway Commission setting up 50% of the cost of the Sussex-Coleville Road, be rescinded, and that the sum of $55,000.00 be allotted by the State to this project, with the understanding that the County will award the contract and in addition will provide the necessary right of way, engineering and guard rails immediately, and will also agree to rebuild the bridges on this road within the next three years. This was seconded by Mr. Stewart and adopted.

Sparta-Woodport Road, Sussex Co.

Judge Kays also directed that the attention of the Commission to the necessity for completing the Sparta-Woodport Road, contract for which was carried out during the past year on the basis of nine feet wide of pavement over a distance of 3.66 miles. He advised that unless the work could be completed, it would involve a considerable expense on the County to provide some means of protection to the concrete already laid and also some safety to the traffic using this road.

County Engineer Snook estimated the cost of completing this project at $90,000.00.

Judge Kays requested permission for the County to complete this work under the provisions of Chapter 10 of the Laws of 1919, known as the Bond Retirement Plan, which would allow 50% of the Motor Vehicle Funds to be used toward retiring the cost of this work over a period of five years.

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Commissioner Stewart inquired whether the County would be able to properly maintain its roads from the remainder of the funds in the Motor Vehicle Account. He was advised that there would be sufficient funds because of the fact that deductions were now being made for other road improvements under Chapter 10 of the Laws of 1919, will be at an end within the year, this releasing further funds for maintenance work.

Commissioner Stewart therefore moved that the State Highway Commission express its willingness to consider favorably an application from Sussex County for permission to proceed with the completion of the Sparta-Woodport Road under the provisions of Chapter 10 of the Laws of 1919, work to be carried out over a period of five years.

Route #5, Dover

State Highway Engineer Sloan presented to the Commission a plan showing a revision in the proposed line for Route #5, through Dover, in which the new alignment was followed to a point known as Sussex Street, thence following along Sussex Street to its intersection with Blackwell Street and continuing on Blackwell Street, this work involving an estimated cost of $165,000.00.

Commissioner Kidde, therefore, moved that the Town of Dover be advised concerning this new alignment and that the State Highway Engineer inform the authorities of Dover that the Commission will consider favorably the improvement of this line if a contribution of the right of way and $75,000.00 would be made by the municipality. This was seconded by Mr. Jelin and adopted.

Motor Vehicle Aid -
Manville Road -Somerset County

The Secretary informed the Commission that Mr. Howard Woolston, Freeholder from Somerset County had made a request for State aid on behalf of the County in the construction of the new road at Manville, in Somerset County, in view of the fact that the County has not received funds from the Reserve Account other than $6,000.00 heretofore granted. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an allotment of $19,000.00 from the Motor Vehicle Reserve Account to Somerset County as aid in the improvement of the Manville Road.

Township Aid - General

There was next presented for the consideration of the Commission the applications as made by the Townships of the State for aid from the Township Aid Account from funds becoming available on July 1. This report was given consideration and contained the recommendations of the State Highway Engineer and the Assistant State Highway Engineer. Following a conference Commissioner Kidde moved that the following apportionment of Township aid moneys be made for the year 1925-1926:

ATLANTIC COUNTY

TOWNSHIP	ROAD	AMOUNT APPROVED
Buena Vista	Union Avenue	$ 7,500.00
Galloway	Sixth Avenue	3,000.00
Mullica	Pleasant-Mills Weekstown	7,500.00
Hamilton	Weymouth Road, Sec. 1,	22,000.00
		$ 40,000.00

BERGEN COUNTY

Franklin	Crescent Road, Sec. #2,	8,750.00
Franklin	Crescent Ave. Sec. #1-A	4,000.00
Hillsdale Boro	Ruckman Ave.,	10,000.00
Hohokus	Houvenkopf Road,	17,250.00
		$ 40,000.00

BURLINGTON COUNTY

Bass River	Warren Grove-Washington	4,500.00
Chester	North Forklanding Road	14,000.00
Evesham	Hog Pond & Cox's Corner	3,000.00
Medford	Taunton Road	3,000.00
Springfield	Jobstown-Juliustown	3,500.00
Woodland	Chatsworth-Ocean Co. Line, Sec. #3	12,000.00
		$ 40,000.00

CAMDEN COUNTY

Berlin	Old Taunton Road	600.00
Chesilhurst Boro	Garfield Ave. & Fourth Ave.	6,150.00
Clementon	Clementon-Chews Landing	11,500.00
Gloucester	Chews-Clementon	5,250.00
Waterford	Atco Avenue	2,250.00
Waterford	Atsion Road,	2,250.00
Winslow	Mayslanding Road	12,000.00
		40,000.00

CAPE MAY COUNTY

Dennis	Belle Plain to Eldora	1,500.0
Dennis	Stepsons Island Road,	1,500.00
Lower	New England Road	1,200.00
Lower	Tabernacle Road	1,500.0
Lower	Breakwater or Jere Eldredge Road	2,250.00
Lower	Town Bank Road	1,500.00

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CAPE MAY COUNTY (Continued)

TOWNSHIP	ROAD	AMOUNT APPROVED
	Brought forward	$ 9,450.00
Lower	New England Road	$ 1,500.00
Middle	Swainton-Goshen	1,800.00
Middle	William St. Goshen	900.00
		$ 13,650.00

CUMBERLAND COUNTY

Commercial	Haleyville Cut-off	$ 4,500.00
Deerfield	Rosenhayn Avenue	4,500.00
Downe	Turkey Point Rd.Sec.#3	2,200.00
Fairfield	Fairton-Gouldstown	3,000.00
Greenwich	Stow Creek-Othello Rd.	3,750.00
Landis	West Railroad Boulevard	9,000.00
Lawrence	Sayres Neck-Bowers Creek	1,800.00
Maurice River	Heislerville Rd. Sec. #2	6,000.00
Stow Creek	Roadstown and Alloway	5,250.00
		$ 40,000.00

ESSEX COUNTY

Livingston	Hillside Avenue	6,025.00
N. Caldwell Boro	Greenbrook Rd.Gould Ave.- Glen View-Ferndale Road	24,000.00
W. Caldwell Boro	Ravine Avenue	5,475.00
Verona Boro	Fells Road	4,500.00
		$ 40,000.00

GLOUCESTER COUNTY

Elk	Swedesboro-Franklinville	16,250.00
Franklin	Franklinville-Swedesboro	5,000.00
SO. Harrison	Swedesboro-Franklinville	12,000.00
Swedesboro Boro	Swedesboro-Franklinville	2,500.00
Woolwich	Swedesboro-Franklinville	4,250.00
		$ 40,000.00

HUDSON COUNTY

North Bergen	Hoboken & Hudson River Turnpike	$ 40,000.00

HUNTERDON COUNTY

Alexandria	Pittstown-Everittstown Sec. 2	10,750.00
Delaware	Rosemont-Kingwood Twp.Line	24,750.00
West Amwell	Old Brunswick Pike	4,500.00
		$ 40,000.00

MERCER COUNTY

Hopewell	Pennington-Princeton Sec.2	12,000.00
Lawrence	Port Mercer Road	5,000.00
Lawrence	DeCou Road or Ewing Ave.	6,000.00
Princeton	Elm St.(Cedar Grove Rd.)	1,875.00
West Windsow	Dutch Neck-Lawrence Station	15,125.00
		$ 40,000.00

MIDDLESEX COUNTY

MONMOUTH COUNTY

Atlantic	Asbury Avenue	10,000.00
Freehold	Elton-Adelphia Rd.Sec.2	20,000.00
Little Silver Boro	Little Silver Roads	10,000.00
		$ 40,000.00

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MORRIS COUNTY

TOWNSHIP	ROAD	AMOUNT APPROVED
Menham	Men-Mt.Freedom	$ 25,000.00
Randolph	Dover-Mt.Freedom Sec.2A	7,500.00
Rockaway	Main Road	7,500.00
		$ 40,000.00

OCEAN COUNTY

Lakewood	Massachusetts Avenue,	2,250.00
Lakewood	Williams Street	1,125.00
Lakewood	James Street	1,125.00
Lakewood	Pine Street,	2,625.00
Little Egg Harbor	Tuckerton & Warren Grove	3,750.00
Lakewood	South St., Jersey Ave. N. Holly & Holly St.,	3,150.00
Lakewood	Massachusetts Ave.,	3,450.00
Lakewood	Spruce St.,	2,025.00
Lakewood	New Hampshire Ave.	1,500.00
		$ 21,000.00

PASSAIC COUNTY

Little Falls	Walnut St. and Prospect St.	15,000.00
Wayne	Garside Road	25,000.00
		$ 40,000.00

SALEM COUNTY

Pittsgrove	Gershal Ave.	3,000.00
Pittsgrove	Garden Road	2,000.00
Pittsgrove	Centerton-Palatine Road	11,000.00
Upper Penns Neck	Wiley Road	5,500.00
Upper Penns Neck	Wiley Road	6,000.00
Upper Pittsgrove	Daretown-Bridgeton	7,500.00
Upper Pittsgrove	Centerton-Greenville	1,000.00
Upper Pittsgrove	Whiglane-Eldridges Hill	4,000.00
		$ 40,000.00

SOMERSET COUNTY

Hillsborough	Spur to Montgomery	7,000.00
N. Plainfield	Valley Road	1,500.00
N. Plainfield	Washington Rock Road	1,500.00
Boroughs of Peapack and Gladstone	Willow Avenue	13,500.00
South Bound Brook Boro	Canal Road-Elizabeth St.	16,500.00
		$ 40,000.00

SUSSEX COUNTY

UNION COUNTY

New Providence	Plainfield Ave.	18,000.00
New Providence Boro	Mountain Ave.	5,500.00
Union	Stanley Terrace	16,500.00
		$ 40,000.00

WARREN COUNTY

Allamuchy	Allamuchy-Johnsonburg	3,000.00
Franklin	Broadway-Asbury	15,000.00
Frelinghuysen	Hope-Johnsonburg	12,000.00
Mansfield	Port Murray Road	10,000.00
		$ 40,000.00

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Right of Way, Route #1 Extension

The Secretary announced that he had received information by telegram from Judge Mark A. Sullivan, Special Counsel in the Erie Railroad matters, that the agreement between the State Highway Commission and the Erie Railroad Company had been fully executed by the Erie Railroad Company and all of its subsidiaries and would be submitted at the next meeting of the Commission for ratification.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 6:00 P.M., to meet in regular session again on Tuesday July 14, 1925, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - July 14, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, July 14, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present; Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meetings of May 26th and June 2nd, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Route #4, Rahway-Perth Amboy

The Secretary informed the Commission that Senator Morgan Larson of Middlesex County and Engineer for the Town of Woodbridge, was present together with Louis Neuberg, Mayor, for a hearing with the Commission. On motion, duly seconded, a hearing was granted. Mayor Neuberg informed the Commission that the property owners along the line of Route #4 through Woodbridge had attended a meeting with the City Council and had presented a petition signed by almost 80% of the property owners, against the widening of Route #4 through Woodbridge to 40 feet at the expense of the residents. He advised that efforts had been made by the city authorities to present the matter to the local people and to explain the benefits to be derived from this improvement, and he had also informed them that on account of the low prices obtained by the State on this work, the town would benefit at much less cost than if the work had to be done sometime later. He also advised that the municipality had offered to share one-quarter of the cost from the general funds but this had no effect.

Commissioner Kidde offered the suggestion that the State Highway Commission hold a public meeting at Woodbridge and meet the leaders who were opposed to the widening, in order that the matter may be entirely thrashed out before work is commenced. Following further discussion Commissioner Kidde moved that the State Highway Commission deplores the fact that there is no cooperation from the residents of Woodbridge in the improvements contemplated on Route #4, and does authorize a hearing to be held in the City Hall at Woodbridge on

Monday, July 20th, at 7:00 P. M., at which time the State Highway Commission will advise the citizens of Woodbridge that a 29 foot pavement will be placed in accordance with action already approved by the Commission unless there is some efforts at cooperation from the local residents./ This was seconded by Mr. Jelin and adopted.

Detour, Route #4

Mayor Neuberg also called attention to the dangerous detour established during the construction of Route #4 between Rahway and Perth Amboy, especially at the crossing of the main line tracks at Iselin. He expressed the hope that the Commission would make some alterations in this line before the road was actually placed under construction.

Right of Way, Route #1, Extension

The Secretary informed the Commission that Judge Mark Sullivan, Special Counsel on the Erie Railroad matters at Jersey City, was present for a meeting with the Commission. Judge Sullivan appeared and informed the Commission that he had with him the signed agreements executed by the Erie Officials covering the location of Route #1 Extension at Jersey City over the property of the Erie Railroad Company. He suggested that a resolution be adopted by the State Highway Commission in ratification of this agreement. Commissioner Kidde, therefore, moved the adoption of the following resolution:

> BE IT RESOLVED by the State Highway Commission of the State of New Jersey, that the agreement hearing date of July 10, 1925, and signed by the proper officials of the Erie Railroad Company, the Penhorn Creek Railroad Company, the Erie Land & Improvement Company, the Long Dock Company, the New York, Susquehanna and Western Railroad Company, and the New Jersey & New York Railroad Company, be and the same is hereby approved and ratified by the State Highway Commission of the State Of New Jersey, and the Chairman and Secretary are hereby authorized to execute the same on behalf of the State Highway Commission, and a copy of the said agreement is hereby ordered filed with the official records of the State Highway Department.

This was seconded by Mr. Jelin and adopted.

Chairman Scott declared that Commissioner Stewart had expressed a desire to be reported in the affirmative on the adoption of this resolution and he therefore declared the same unanimously approved.

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Route #1 Extension, Jersey City

State Highway Engineer Sloan next presented to the Commission the alignment for State Highway Route #1 through Jersey City which should be taken over at this time, and he recommended its adoption. Commissioner Kidde offered the following resolution for adoption:

> WHEREAS, the State Highway Commission has heretofore held a public hearing in accordance with the requirements of the law for the taking over of State Highway Route #1 Extension in Jersey City, and other hearings and conferences in connection with the establishing of the line for the said extension of State Highway Route #1 in the City of Jersey City, now, therefore,
>
> BE IT RESOLVED, that the State Highway Commission of the State of New Jersey does hereby designate the following route for State Highway Route #1 Extension through Jersey City from the plaza of the Hudson River Vehicular Tunnel to the Hudson County Boulevard:

The center line beginning at a point in the westerly building line of Jersey Avenue, 49 feet northerly from the southerly line of Twelfth Street; thence running in a westerly direction parallel to said southerly line of Twelfth Street and Twelfth Street produced, and 49 feet distant (northerly) from said southerly line, to a point near the New Jersey Junction Railroad approximately 1752.5 feet from the point of beginning; thence by a curve of 700 feet radius turning to the right for a distance of approximately 407.37 feet having a central angle of approximately 33 degrees 21 minutes: thence by a curve of 1600 feet radius turning toward the right for a distance of approximately 240.98 feet having a central angle of approximately 8 degrees 38 minutes. The end of this last curve is at a point approximately 140 feet westerly of the easterly side of Palisade Avenue and 140 feet northerly measured at right angles from the center line of the four tracks of the Erie Railroad Companies in the open cut. The center line of the location continues westerly from this point, on the northerly side of said open cut, parallel to the center line of the four tracks in said open cut, and 140 feet distant from said center line, to a point near Collard Street opposite the intersection of the easterly side of Collard Street with Underwood Place;

The width of right of way to be acquired for the Highway and its appurtenances and for construction purposes is as follows:

From Jersey Avenue to the westerly side of Monmouth Street, the total width of the right of way for the Highway is to be 56 feet; 29 feet on either side of the center line of location. 39 feet of this is land now occupied by Twelfth Street and 17 feet is private property on the north side of Twelfth Street between Jersey Avenue and Coles Street and between Coles Street and Monmouth Street.

Between Jersey Avenue and Coles Street additional land is to be acquired on the northerly side of the Highway for construction purposes and for the construction of a Street to take the place of that part of Twelfth Street to be occupied by the Highway. Starting at Jersey Avenue, this additional width will be 40 feet wide for the first 100 feet, 83 feet wide to Coles Street.

From the westerly side of Monmouth Street and proceeding westerly the right of way is to be 60 feet wide for a distance of about 540 feet, thence widening out on curved lines on both sides, to a total width of 120 feet at a point about 400 feet further and maintaining this width to the easterly side of Palisade Avenue. Throughout this section the centerline of the location is the center line of the right of way.

Between the easterly side of Palisade Avenue and the easterly side of Oakland Avenue, the total width of right of way and lands to be acquired, will be 102 feet, 9 inches, 34 feet of which will be on the southerly side of the center line of location and 68 feet 9 inches on the northerly side thereof.

From the easterly side of Oakland Avenue to the westerly side of Bevan Street, the right of way will be 70 feet in width of which 34 feet will be on the southerly side of the center line of location and 36 feet will be on the northerly side. From Bevan Street to Collard Street the right of way will continue as above, namely 70 feet in width, but there will be required in addition on the northerly side, through the block between Bevan and Collard Streets, and additional width of 40 feet for a street at approximately the present level of Underwood Place.

Said Highway Route above described is shown on map entitled: "Map No. 13-0-15, dated July 10, 1925, entitled 'Map showing Route Adopted July 14, 1925, Jersey Avenue to Collard Street, Jersey City, Hudson County." and

BE IT FURTHER RESOLVED, that the State Highway Commission does hereby take over as a part of the State Highway System so much of the above mentioned route as may be included in existing streets, and

BE IT FURTHER RESOLVED, that any part or section of State Highway Route #1 Extension through Jersey City, between Marcy Avenue and the entrance to the Hudson River Vehicular Tunnel, heretofore taken over in Jersey City, be and the same is hereby abandoned as a part of the said State Highway Route #1 Extension, with the exception of the adoption of a line for State Highway Route #1 Extension from the Hudson County Boulevard to Doremus Avenue, Newark, as made by resolution of the Commission dated May 12, 1925, and

BE IT FURTHER RESOLVED, that any and all portions of any and all resolutions adopted by the State Highway Commission of the State of New Jersey on December 17, 1924 or any date thereafter, including the resolution adopted March 13, 1925, inconsistent with any of the provisions of this resolution, are hereby rescinded and declared to be null and void and of no effect.

This was seconded by Mr. Jelin and adopted.

Chairman Scott advised that he advice from Commissioner Stewart to the effect that he desired to be recorded in favor of this resolution and he declared the same unanimously adopted.

Route #1 Extension, Section #2

State Highway Engineer Sloan next presented to the Commission the report of bids received on Route #1 Extension Subway Construction, known as Section #2, and recommended that in view of the final execution of the contract by the Erie Railroad Company and the State Highway Commission, that award be made to the Public Service Production Company at their's the lowest bid received in the sum of $1,176,601.95. Commissioner Kidde therefore offered the following resolution of award and moved its adoption:

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WHEREAS, at a public bidding held after duly authorized advertisement, the low bid for the construction of State Highway Route #1 Extension, Section #2, Jersey City, was submitted by the Public Service Production Company at $1,176,601.95, and

WHEREAS, the agreement between the State Highway Commission and the Erie Railway Company covering certain right of way and construction details has been executed, now, therefore,

BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the contract for the construction of State Highway Route #1 Extension, Section #2, between the New Jersey Junction Railroad and Oakland Avenue in the City of Jersey City, be and the same is hereby awarded to the Public Service Production Company on theirs the lowest bid submitted of $1,176,601.95, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Right of Way, - Route #1 Extension

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the condemnation proceedings as begun on property on the southerly side of 12th Street in Jersey City, be abandoned on the part of the State Highway Commission in view of agreement having been reached with the Erie Railroad Company.

Right of Way, Route 1, Extension,
Hackensack River Bridge.

Judge Sullivan discussed with the Commission the matter of condemnation of the Bowen property on Route #1, Hackensack River Bridge, He informed the Commission that he had negotiated with the owners of this property concerning an annual rental for the property and they had made a proposition of $10,000.00 per year. They had also informed him that in the event the condemnation award is paid for the property by the State they were ready to proceed to collect rental for the time which the State Highway Commission occupied the property before the condemnation award was made. Commissioner Kidde moved that Judge Sullivan be authorized to make an offer of $6,000.00 per annum for rental for the period of occupancy of the property by the temporary Hackensack River Bridge, to the owners of the Bowen tract. This was seconded by Mr. Jelin and adopted.

Right of Way, Route #1 Extension,
Jersey City.

Chairman Scott instructed Judge Sullivan to proceed as promptly as possible with the condemnation of property needed on Route #1 extension through Jersey City.

Trees, Route #4, at West Creek

The Secretary presented a telegram received from Mrs. Sarah C. Stiles of West Creek advising that it is impossible for a delegation to come before the Commission concerning trees at West Creek, and requesting information as to what has been done in the matter. On motion, duly seconded, the Secretary was instructed to forward information of the action of the Commission to Mrs. Stiles.

Route #5, Dover

The Secretary informed the Commission that a telephone communication had been received from Mr. J. B. Baker, Town Clerk of Dover, New Jersey, advising that the Town Council has passed a resolution approving of the realignment of State Highway Route #5 as outlined to the Mayor and Common Council by State Highway Engineer Sloan. The State Highway Engineer informed the Commission that he had advised the town of Dover that the State Highway Commission will consider the relocation of Route #5 from a point on the present route near the property of William H. Pierson across private property to MacFarland Street to the intersection of MacFarland Street and Sussex Avenue, and will provide for the construction on this road if the Town of Dover would furnish all the right of way with the exception of that owned by William H. Pierson, without expense to the State and will contribute the sum of $75,000.00 toward the work. He further informed the Commission that the Town of Dover had replied that it could not see its way clear to grant $75,000.00 at this time but would appropriate $50,000.00, amd would appropriate and additional $25,000.00 when the balance of the new line is constructed. He recommended to the Commission that $50,000.00 be accepted and that the work proceed on the new line as laid out for Route #5. Commissioner Kidde suggested that in view of the fact that the State Highway Commission will not take over Sussex Avenue and Blackwell Street and the fact that Blackwell Street will be reconstructed by the County, some allotment should be made to the Town of Dover for the paving of MacFarland Street from Sussex Avenue to a point between Sussex Avenue and West Clinton Street, and he, therefore, moved that the recommendations of the State Highway Engineer concerning the relocation of Route #5, be adopted, and that the Town of Dover be advised that the State Highway Commission will accept their contribution of $50,000.00 toward the cost of the construction and that it is the understanding that the Town will furnish all the right of way with the exception of the property owned by William H. Pierson and will guarantee that the County of Morris will take for reconstruction and maintenance that section of Blackwell Street between the crossing of the D. L. & W. Railway Company and White's Bridge forthwith, and further that the State Highway Commission does allot to the Town of Dover sufficient funds not exceeding $10,000.00 as aid in the placing of a satisfactory pavement on MacFarland Street extending from Sussex Avenue to a point between Sussex Avenue and West Clinton Street. This was seconded by Mr. Jelin and adopted.

Scales, Essex County

The Secretary presented a resolution from the Board of Freeholders of Essex County, requesting the installation of a motor truck weighing scale at the western section of Essex County, together with a communication from Motor Vehicle Commissioner Dill, transmitting a copy of this resolution. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the matter be referred to Commissioner Dill for his recommendation and designation as to the location for the installation of such a scale.

Globe Indemnity Company

The Secretary presented a communication from Conkleton, Stallman & Hoover, Attorneys for the Hodgson Sand & Gravel Company, advising of their clients claim against the Globe Indemnity Company, and transmitting part of a letter received by them from the Globe Indemnity Company, in which there seemed to be an intention to sidestep their liabiltity in the matter. The Secretary informed the Commission that this condition had existed for sometime and would cause the Commission to become involved in a great amount of litigation. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission directed that a communication be forwarded to the Globe Indemnity Company, advising that the Commission has numerous complaints concerning their attitude on claims of materialmen on State Highway work and unless these cases are given a more satisfactory consideration it may become necessary for the State Highway Commission to consider striking their name from the list of approved bondsmen for State Highway work.

Mountain Avenue, Hackettstown

The Secretary informed the Commission that he had received a telephone communication from the Town Clerk of Hackettstown, advising that the Mayor and Common Council of the Town had approved plans for the reconstruction of Mountain Avenue in Hackettstown on the basis of receiving an allotment from the State Highway Commission in the amount of $25,000.00 as was tentatively made at the last meeting. Commissioner Kidde moved that the State Highway Commission allot the sum of $25,000.00 from the Motor Vehicle Reserve Account as aid to the Town of Hackettstown in the reconstruction of Mountain Avenue. This was seconded by Mr. Jelin and adopted.

Information Requested-S. P. Leeds

The Secretary presented a communication from Mr. S. P. Leeds of Atlantic City, requesting information of the contract award on Route #4 and a comparison with the work being done on the Absecon Boulevard. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the facts requested by Mr. Leeds be forwarded to him, but that no statement be made in the name of the Commission as to the Absecon Boulevard work.

Right of Way, Route #1,
Extension, Lincoln Highway
Section, Hackensack River
Bridge

The Secretary presented a bill received from Mr. Edward McDermott for services rendered as real estate expert in the Bowen Condemnation on Route #1 Extension, Lincoln Highway Section, Hackensack River Bridge, in the amount of $1,000.00. Commissioner Kidde moved that this bill be referred back to Assistant Attorney General McGee with the suggestion that the State Highway Commission feels that the amount charged is high and requesting that he negotiate with Mr. McDermott looking toward a reduction in the amount. This was seconded by Mr. Jelin and adopted.

General Reimbursements, County

The Secretary presented a report from the Chief Auditor and Accountant, advising of his estimate as to the amount of money required for reimbursement to be made to the several counties of the State in accordance with Chapter 218, Laws of 1925. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the report be received and that a copy of the same be forwarded to the Attorney General's Office requesting his opinion as to the legality of the provisions contained in this Act, and also as to what methods are prescribed for payment and which funds are to be used for the purpose.

Right of Way, Route #12

The Secretary presented bills rendered by appraisers on property on Route #12. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the payment of the following accounts:

John F. Lee, Sr.	$ 250.00
James L. Brown,	250.00
James L. Brown,	100.00
Alexander MacLeod,	100.00
Alexander MacLeod,	250.00
Garret VanCleve,	100.00

The schedule of business was next taken up for consideration item by item as follows, with the recommendations of the State Highway Engineer:

Right of Way, Routes #3 and #4.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property by quit claim deed, for the consideration of $1.00 with a letter of thanks to the owners:

Route No.	Parcel NO.	Name	Consideration
3	317	Frank Rubba, single,.	$1.00
4	58	Margaret C. Adams, single	1.00 plus

the stipulation that the encroaching two and one-half story frame dwelling, opposite Station 199, on the southerly side of the road, will be allowed to remain until such time as the State may desire to have it removed, at which time it shall be done at the expense of the State.

Right of Way, Routes No. 4, 14, 16, and 20.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of the following parcels of property on the State Highway System, for the consideration named:

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Route No.	Parcel No.	N a m e	Consideration
4	20	Charkley Cramer & Wife,	$ 900.00
7	9, 9A, & 9B,	I. H. Gibson & Wife,	870.00
7	11	John H. DuBois&Wife,	1113.00
7	15	Abijah C. Fisher, widower	300.00
7	16,	Fred Smith, Widower	325.00
7	17,	David Troy, Wife,	150.00
7	18,	Howard M. Groxson & Wife,	150.00
7	19,	Bernard White, et als	100.00
7	20,	Michael H. Ford, single, plus timber that is cut down.	20.00
7	23,	James Power & Wife,	320.00
14	19,	Emma S. Rice, Widow	106.00
14	30,	Walter Taylor, Widower	30.00
14	31 & 31A,	Frank Buzby,	175.00
14	32 & 32A,	Walter Taylor, Widower	195.00
14	36B,	Homestead Development Co.,	1232.80
16	14,	Estelle M. Kopald,	5.00
20	60,	Gurney Wert,	1.00

Bridge, Route #4, M. P. 38.5

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance of riparian rights from the State Board of Commerce & Navigation for the construction of a bridge over the North Branch of the Forked River at M. P. 38.5 on Route #4, Section #27, for the consideration of $73.00.

Ocean City Bridge

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of riparian rights from the Ocean City Automobile Bridge Company, between Ocean City and Somers Point, in accordance with the application made by the State Highway Department under date of December 26, 1923, from the Board of Commerce & Navigation, in a total amount of $2597.21.

Request for Aid, Gloucester Co.

The Secretary presented a communication received by Chairman Scott from Senator Davis of Woodbury, introducing Mr. Frank L. Pote of Paulsboro to the Commission, who will ask for aid on a road known as the Paulsboro-Jefferson Road. The Senator advised that he would have been present at this time but illness prevented. The Secretary advised that Mr. Pote, together with the Director of the Board of Freeholders of Gloucester County, and Postmaster of Paulsboro, were present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Pote addressed the Commission and advised that the delegation appeared to ask aid from the State on the Paulsboro-Jefferson Road, which forms a conncetion with Route #6. He informed the Commission that the total cost of the project was estimated to be $225,000.00 for a distance of 5.6 miles and it was requested that the State grant aid in the amount of $75,000.00 toward this improvement.

Director Treat advised that the Board of Freeholders has received so many demands for the construction of this road and it serves such an important area, that number of important projects have been set aside in order to permit of the construction of this road followin the work being done on the Mantua road this year.

Commissioner Kidde informed the delegation that the State Highway Commission had no funds from its present year's account to assign to this work, and in view of the fact that it is not part of the 7% System of Federal Aid this is not applicable. He advised, however, that if the request came from the Board of Freeholders of Gloucester County, there was a possibility that the Commission would look favorably toward granting some aid on the work from ~~last~~ next year's funds. The delegation expressed their appreciation of this attitude and declared the County Board of Freeholders would submit a proposition.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for luncheon at 1:00 P. M., to meet in regular session at 2:30 P. M. The meeting was reconvened at 2:00 P. M. with the same members present as at the morning session.

Right of Way, Route #1 Extension

State Highway Engineer Sloan reported that Mr. Fred Lavis, Construction Engineer was present with a report of offers made for parcels of property on Route #1 Extension, Jersey City, which offers had been refused, and he recommended that condemnation proceedings be instituted. The first matter presented was that of the Cox property, on which an offer had been made by the Commission at its last meeting in the sum of $3,000.00. Since this time an appraisal had been submitted by Mr. P. A. Gaddis setting the value of lease and property of Mr. Cox at $24,424.00. State Highway Engineer Sloan recommended that an offer of $20,000.00 be made to Mr. Cox and in the event of his refusal that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $20,000.00 be made to Mr. Cox and in the event of refusal to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension ALL that certain Lot, tract or parcel of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the northeasterly side line of Underwood Place (formerly Tunnel Street) with the southeasterly side line of Collard Street, outlined in green on a plan hereto attached, marked "Exhibit A", entitled, "New Jersey State Highway Department, Route #1, Extension, Property to be acquired from The Everett W. Cox Company, City of Jersey City, Hudson County, July 1925," and running; thence (1) in a northeasterly direction along the southeasterly side line of Collard Street, a distance of fifty (50) feet more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1, Extension, parallel to and distant two hundred and sixteen (216) feet from the existing monumented center line of the Erie Railroad passenger tracks; thence (2) in a southeasterly direction along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, a distance of one hundred and two (102) feet, more or less, to the dividing line between lands of Everett W. Cox Company on the west and the lands now or formerly of the Erie Railroad on the east; thence (3) along said dividing line in a northwesterly direction, a distance of sixty-two feet and fifty-six one-hundredths of a foot (62.56) to the northeasterly side line of Underwood Place (formerly Tunnel Street); thence (4) in a northwesterly direction, along the northeasterly side line of Underwood Place (formerly Tunnel Street), a distance of twenty-two feet and seventy-three one-hundredths of a foot (22.73) to the point or place of Beginning; CONTAINING two thousand, four hundred and thirty-eight (2,438) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands lying between the southeasterly side line of Collard Street on the west and the dividing line between lands of Everett W. Cox Company and the land now or formerly of the Erie Railroad Company on the east, and extending from the northeasterly side line of Underwood Place (formerly Tunnel Street) on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north, as shown on said plan hereto attached. Being part of Lots 13, 14, 15A, 16A, Block 630A, as shown on the official assessment map of Jersey City.

AND also all the right, title and interest of whatsoever nature the same may be, of Everett W. Cox Company, a corporation of New Jersey, which said corporation has or may claim to have by reason of a certain lease made to said corporation as lessee by Long Dock Company and Erie Railroad Company, as lessors, under date of September 26, 1924 and duly recorded in the office of the Register of Deeds of Hudson County in Liber 1561 of Deeds, at page 588 etc., and all other rights, title and interest of said corporation in and to

ALL that certain lot, tract or parcel of land and premises situate, lying and being in the City of Jersey City, in the County of Hudson and State of New Jersey, more particularly described as follows:

BEGINNING at a point formed by the intersection of the northeasterly side line of Underwood Place (formerly Tunnel Street) and the northwesterly side line of Bevan Street, as outlined in red on a plan hereto attached, marked "Exhibit A", entitled, "New Jersey State Highway Department, Route #1, Extension, property to be acquired from the Erie Railroad Company, city of Jersey City, Hudson County, July 1925" and running; thence (1) in a northwesterly direction along the aforesaid northeasterly side line of Underwood Place (formerly Tunnel Street) a distance of two hundred and forty-two feet and forty-three one-hundredths of a foot (242.43) to a point in the dividing line between lands of Erie Railroad Company and lands now or formerly of the Everett W. Cox Company; thence (2) in a southeasterly direction along the said dividing line, a distance of sixty-two feet and fifty-six one-hundredths of a foot (62.56) to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and sixteen (216) feet from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) in a southeasterly direction along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, a distance of one hundred and sixty-one feet and twenty-two and one-hundredths of a foot)161.22) to the northwesterly side line of Bevan Street; thence (4) along the northwesterly side line of Bevan Street, in a southwesterly direction, a distance of fifty feet and sixty-two one-hundredths of a foot (50.62) to the point and place of Beginning; CONTAINING seven thousand, eight hundred and seventy-one (7871) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all the right, title and interest of Everett W. Cox Company, a corporation of New Jersey, in and to lands lying between the southerly line of lands now or formerly of Everett W. Cox Company on the west and the northwesterly side line of Bevan Street on the east, and extending from the northeasterly side line of Underwood Place (formerly Tunnel Street) on the south to the proposed northeasterly right of way line of State Highway Route No. 1 extension on the north, as shown on said plan hereto attached, Being part of plot "L" Block 630A, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed to make an offer on behalf of this Commission of the sum $20,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $1,500. be made for parcel #1 on Route #1 Extension, Jersey City, to Luigi Mele and wife, and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #1

BEGINNING at a point in the northeasterly side line of Hoboken Avenue, said point being distant forty-three (43) feet in a north-

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westerly direction from the intersection formed by the northeasterly side line of Hoboken Avenue with the northwesterly side line of Palisade Avenue, as shown on a plan hereto attached marked "Exhibit A" entitled "New Jersey State Highway Department Route #1 Extension, Property to be acquired from Luigi Mele and wife, City of Jersey City, Hudson County, June 1925" and running; thence (1) in a northwesterly direction along the northeasterly side line of Hoboken Avenue a distance of twenty-one (21) feet to the dividing lince between lands of said Luigi Mele and wife on the east and lands nor or formerly of Prospero Buonadies on the west; thence (2) in a northeasterly direction along said dividing line two feet and five-tenths of a foot (2.5) more or less to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) in a northeasterly direction along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, a distance of twenty-one (21) feet, more or less, to its intersection with the northeasterly side line of Hoboken Avenue,.also being the point and place of beginning; CONTAINING twenty six (26) square feet, more or less, as shown on said plan; It being the intention to acquire all lands lying between lands now or formerly of Propero Buonadies on the west, extending easterly to the point of intersection of the northeasterly side line of Hoboken Avenue with the proposed northeasterly right of way line of State Highway Route #1 Extension and from the northeasterly side line of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; being part of lot 18A, Block 552, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,500 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $9,000.00 be made for Parcel #3 on Route #1 Extension, Jersey City, to M. and A. Galietta and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1, Extension, All that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey and more particularly described as follows:

Parcel #3

Beginning at a point in the northeasterly side line of Hoboken Avenue said point being distant eighty-four and five-tenths (84.5) feet in a northwesterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue with the northwesterly side line of Palisade Avenue as shown on a plan hereto attached, marked, "Exhibit A", entitled "New Jersey State Highway Department, Route #1, Extension Property to be acquired from Nicola and Antonetta Galietta, City of Jersey City, Hudson County, June 1925" and running; thence (1) in a northwesterly direction along the northeasterly side line of Hoboken Avenue a distance of twenty-two feet and fifty one-hundredths of a foot (22.50) to the dividing line between lands of Nicolas Micucci on the west; thence (2) in a northeasterly direction along said dividing line nine (9) feet more or less to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (210.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) in a southeasterly direction along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension a distance of twenty-three (23) feet more or less to the dividing line between lands of Nicola Gallietta et ux. on the west and lands now or formerly of Prospero Buonadies on the east; thence (4) in a southwesterly direction along said dividing line, five feet and five-tenths of a foot (5.5) more or less to the point and place of beginning; CONTAINING one hundred seventy (170) square feet be the same more or less as shown on said plan; It being the intention to acquire all lands lying between the lands now or formerly owned by Prospero Buonadies on the east and lands now or formerly of Nicolas Miccucci on the west and from the northeasterly sideline of Hoboken Avenue on the south and extending to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; Being part of plot 14A, Block 552 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $9,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $15,000.00 be made for parcel #9 on Route #1 Extension, Jersey City, to M. and A. Phillips and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1, Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particulary described as follows:

Parcel #9

BEGINNING at a point in the northeasterly side line of Hoboken Avenue said point being distant seventy-one feet and fifty-two one-hundredths of a foot (71.52) in a northwesterly direction from the intersection formed by the northwesterly side line of Concord Street with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A", entitled "New Jersey State Highway Department, Route #1, Extension, property to be acquired from

Maria and Alfred Philips, City of Jersey City, Hudson Coutty, June, 1925" and running; thence (1) along the northeasterly side line of Hoboken Avenue in a northwesterly direction, a distance of twenty-three feet and thirteen one-hundredths of a foot (23.13) to the dividing line between the lands of Mary Philips, et vir. on the east and lands now or formerly of Flora Candiani on the west; thence (2) along said dividing line in a northeasterly direction, a distance of forty three feet and five-tenths of a foot (43.5) more or less to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) along the afore-said proposed northeasterly right of way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of twenty-three feet and five-tenths of a foot (23.5) more or less, to the dividing line between lands of Mary Phillips, et vir. on the west and lands now or formerly of Joseph Eugel on the east; thence (4) along said dividing line, in a southwesterly direction, a distance of forty (40) feet, more or less, to the point and place of Beginning; CONTAINING nine hundred and ninety-five (995) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands lying between the lands now or formerly of Flora Candiana on the west and from the northeasterly side line of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; being part of Lot A1, Block 357 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $13,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney Gereral of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $8,500.00 be made for Parcel #12 on Route #1 Extension, Jersey City, to August Altvatter and Wife, and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the adoption of the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #12

Beginning at a point in the northeasterly side line of Hoboken Avenue, said point being distant one hundred and fifty-four feet and sixty-seven one-hundredths of a foot (154.67) more or less, in a northwesterly direction from the intersection formed by the northwesterly side line of Concord Street with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A" and entitled "New Jersey State Highway Department, Route #1, Extension, Property to be acquired from August Altvatter and wife, City of Jersey City, Hudson County, June, 1925", and running; thence (1) along the northeasterly side line of Hoboken Avenue, in a northwesterly direction, a distance of twenty-three (23) feet to the dividing line between lands of August Alvatter, et ux. on the east and lands now or formerly of Charles A. Wood, et. ux. on the west; thence (2) along said dividing line, in a northeasterly direction, a distance of fifty-five (55) feet, more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of twenty-three feet and five-tenths of a foot (23.5) more or less, to the dividing line between lands of August Altvatter, et ux. on the west and lands now or formerly of Mary Featherston on the east, thence (4) along said dividing line, in a southwesterly direction, a distance of fifty-one feet and five-tenths of a foot (51.5) more or less, to the point and place of Beginning; CONTAINING one thousand, two hundred and twenty-five (1,225 square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands lying between lands now or formerly owned by Mary Featherston on the east and lands now or formerly of Charles A. Wood and wife on the west and from the northeasterly side line of Hoboken Avenue on the south and extending to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; being part of plot 6P, Block 557 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $8,5000.00 to the woner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of siad lands and premises.

State Highway Engineer Sloan recommended that an offer of $7,000. be made to Charles A. Wood & Wife for Parcel #13 on State Highway Route #1 Extension, Jersey City, and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #13

BEGINNING at a point in the northeasterly side line of Hoboken Avenue, said point being distant one hundred and seventy-seven feet and sixty-seven one-hundredths of a foot (177.67) more or less, in a northwesterly direction from the intersection formed by the northwesterly side line of Concord Street with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A" entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Charles A. Wood and wife, City of Jersey City, Hudson County, June, 1925", and running; thence (1) along the northeasterly side line of Hoboken Avenue, in a northwesterly direction a distance of seventeen feet and forty-two one-hundredths of a foot (17.42) to the dividing line between lands of Charles A. Wood, et ux. on the east and lands now or formerly of Adelphine Stolz on the west; thence (2) along said dividing line, a distance of fifty-seven)57) feet, more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of seventeen feet and five-tenths of a foot (17.5) more or less, to the dividing line between lands of Charles A. Wood, et ux. on the west and lands now or formerly of August Alvatter and wife on the east; thence (4) along said dividing line, in a southwesterly direction, a distance of fifty-five (55) feet, more or less, to the point and place of Beginning; CONTAINING nine hundred eighty-three (983) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands lying between the lands now or formerly of August Altvatter and wife on the east and lands now or formerly of Adolphine Stolz on the west and from the northeasterly side line of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route No. 1 Extension on the north; Being part of plot 6X, Block 567 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $7,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $8,000. be made for Parcel #19 on Route #1 Extension, Jersey City, to Abraham Weiss and Wife and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

July 14, 1925.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #19

BEGINNING at a point formed by the intersection of the northeasterly side line of Hoboken Avenue with the southeasterly side line of Baldwin Avenue, as shown on a plan hereto attached marked "Exhibit A" and entitled "New Jersey State Highway Department, Route #1, Extension, property to be acquired from Abraham Weiss and wife, city of Jersey City, Hudson County, June 1925" and running; thence (1) in a northeasterly direction along the southeasterly side line of Baldwin Avenue, a distance of eighty-six (86) feet, more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, said proposed right of way line being parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (2) along the said proposed northeasterly right of way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of thirty-two feet and five-tenths of a foot (32.5) more or less, to the dividing line between lands of Abraham Weiss and wife on the west and lands now or formerly of John and Anton Dubick on the east, said line being parallel to Baldwin Avenue; thence (3) in a southwesterly direction along said dividing line, a distance of eighty-one feet and five-tenths of a foot (81.5) more or less, to the northeasterly side line of Hoboken Avenue; thence (4) in a northwesterly direction along the northeasterly side line of Hoboken Avenue, a distance of thirty-two (32) feet to the point and place of Beginning; CONTAINING two thousand, six hundred and thirty-six (2,636) square feet, be the same more or less, as shown on said plan. It being the intention to acquire all lands, lying between the lands now or formerly owned by John and Anton Dubick on the east and Baldwin Avenue on the west and extending from the north-easterly sideline of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; Being part of plot 17, Block 557 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $8,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan recommended that an offer of $35,000.00 be made for Parcel #26 on Route #1 Extension, Jersey City, to Mayer Klausner and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

July 14, 1925.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1, Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #26

BEGINNING at a poin t in the northeasterly side line of Hoboken Avenue distant in a southeasterly direction from the intersection formed by the northeasterly line of Hoboken Avenue, and the southeasterly side line of Oakland Avenue, one hundred and ten feet and eighty-four one-hundredths of a foot (110.84) to the dividing line between lands of Mayer Klausner on the east and lands now or formerly of John E. Ludlow, Charlotte McCabe and Marie Edelbach on the west, as shown on a plan hereto attached, marked "Exhibit A," entitled, "New Jersey State Highway Department, Route #1, Extension, Property to be acquired from Mayer Klausner, City of Jersey City, Hudson County, June 1925," and running thence (1) northeasterly along said dividing line and parallel with the southeasterly side line of Oakland Avenue, a distance of one hundred (100) feet, more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1, Extension parallel to and distant two hundred and eight feet and seventy-five one-hundredths (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (2) along the aforessid proposed northeasterly right of way line of State Highway Route #1, Extension, in a southeasterly direction, a distance of fifty-two (52) feet, more or less, to the dividing line between lands of Mayer Klausner on the west and lands now or formerly of Francis F. Kruse on the east; thence (3) southwesterly along the said dividing line, said line being parllel with the aforesaid side line of Oakland Avenue, a distance of one hundred (100) feet, more or less, to the northeasterly line of Hoboken Avenue; thence (4) along said northeasterly side line of Hoboken Avenue, in a northwesterly direction a distance of fifty-one feet and forty-seven one-hundredths of a foot, (51.47) to the point or place of beginning; CONTAINING five thousand (5,000) square feet, more or less, as shown on said plan; it being the intention to acquire all lands between the westerly line of lands now or formerly of Francis F. Kruse on the east and the easterly line of lands now or formerly of John E. Ludlow, Charlotte McCabe, and Marie Edelbach on the west, and from the northeasterly side line of Hoboken Avenue on the southwest extending to the proposed northeasterly right of way line of State Highway Route #1, extension, as shown on said plan hereto attached: being part of plots 11A and 12A, Block 551, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $35,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear af all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner owners, then the Attorney General of the State of New Jersey is hereby directed and authorized to institute condemnation proceedings for the acquisition of said lands and premises.

July 14, 1925.

State Highway Engineer Sloan recommended that an offer of $17,000.00 be made for Parcel #27 on State Highway Route #1 Extension, Jersey City to John E. Ludlow and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the Construction of State Highway Route #1 Extension, ALL that Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #27

BEGINNING at a point formed by the intersection of the northeasterly side line of Hoboken Avenue with the southeasterly side line of Oakland Avenue, as shown on a plan attached, marked "Exhibit A" entitled "New Jersey State Highway Department, Route #1, Extension, Property to be acquired from John E. Ludlow, City of Jersey City, Hudson County, New Jersey, June 1925," and running; thence (1) in a northeasterly direction, along the southeasterly side line of Oakland Avenue, a distance of twenty-five (25) feet, to a point in the dividing line between lands of John E. Ludlown on the south and lands now or formerly of Charlotte McCabe on the north, said line being parallel to Fleet Street; thence (2) in a southeasterly direction, and parallel to Fleet Street, a distance of fifty-seven feet and twenty-five one-hundredths of a foot (57.25) to a point; thence (3) in a southwesterly direction and parallel with Oakland Avenue, a distance of two feet and seventy-five one-hundredths of a foot (2.75) to a point; thence (4) in a southeasterly direction and parallel to Fleet Street, a distance of fifty feet and forty-two one-hundredths of a foot (50.42) toa point in the dividing line between lands of John E. Ludlow on the west and lands now or formerly of Mayer Klausner on the east; thence (5) in a southwesterly direction, along said dividing line and parallel to Oakland Avenue, a distance of forty-eight feet and fifty-six one-hundredths of a foot (48.56) to a point in the northeasterly side line of Hoboken Avenue; thence (6) in a northwesterly direction along the northeasterly side line of Hoboken Avenue, a distance of one hundred and ten feet, and eighty-four one-hundredths of a foot (110.84) to the point or place of Beginning; CONTAINING three thousand, nine hundred and seventy (3,970) square feet, more or less, as shown on said plan; It being the intention to acquire all lands between the northeasterly side line of Hoboken Avenue and the line of lands now or formerly of Charlotte McCabe on thenorth, and extending from the southeasterly side line of Oakland Avenue to the westerly line of lands now or formerly of Mayer Klausner; being all of plot A3, Block 561, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $17,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

M.V.Aid-Hunterdon Co.
Flemington-Ringoes Road

The Secretary presented a bill rendered by the Board of Freeholders of Hunterdon County, showing in itemized form the amount paid to property owners for right of way acquired on the Flemington-Ringoes Road. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the payment of a total of $1,468.00 to Hunterdon County on account of the purchase of right of way on the Flemington-Ringoes Road.

Right of Way, Route #1, Extension

State Highway Engineer Sloan informed the Commission that preparation should be made for the acquisition of property on Twelfth Street in order that the Viaduct location property can be cleared up. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Special Agent Louis Alder be directed to proceed with the acquisition of the property on Twelfth Street.

Right of Way, Route #7

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of a deed for Parcel #28 on Route #7, Section #4, Colts Neck-Jerseyville Section, from the Board of Education of Howell Township, with the understanding that if it is necessary to disturb an existing well, that the State Highway Commission will pay the cost of replacing the same, the present agreement to be executed for $1.00.

Taking Over, Route #7

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the adoption of the following resolution for the taking over of a portion of Route #7, Section #5, known as Park Avenue in Freehold:

> WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway, any route, routes or part thereof, of those Highways designated by the Act to be taken over as State Highways,
>
> NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey, that the following described

road be and the same are hereby taken over as a part of State Highway Route #7 in accordance to the statute in such case, made and provided, viz:

Beginning at a point in the center line of Park Avenue, said point being in the boundary line between the Boro of Freehold and The Township of Freehold, running thence (1) North forty-two degrees, forty-five minutes and thirty seconds West (N 42°45'30W) a distance of one thousand, seventy (1070) feet more or less to the southerly right of way line of Route #7.

RESOLVED FURTHER that the proper authorities of the Township of Freehold be notified by the Secretary of this Commission of such action, that from and after the date hereof the said road will constitute part of State Highway Route #7 and that this Commission will be responsible for the improvement and maintenance of the above described road

BE IT FURTHER RESOLVED that the Township of Freehold be requested to file with the State Highway Commission within thirty (30) days of the date hereof, any agreement or copies of franchises they may have with any Public Utilities, or any other company, firm, individual or corporation, affection the construction, maintenance or use of the above described road.

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those Highways designated by the Act to be taken over as State Highways,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey, that the following described road be and the same are hereby taken over as a part of State Highway Route #7 according to the statute in such case, made and provided, viz:

Beginning at a point in the center line of Park Avenue, said point being at the intersection of the said center line and the northerly right of way line of West Main St., running thence (1) north twenty-nine degrees, forty-one minutes and thirty seconds West (N 29° 41'30"W) a distance of ninety (90') feet more or less to the point of curvature of a four (4°) degree curve to the left with a central angle of thirteen degrees and four minutes (13°4'): thence (2) along said curve a distance of three hundred twenty-six and sixty-seven one-hundredths (326.67') feet to the point of tangency; thence (3) North forty-two degrees, forty-five minutes and thirty-seconds West (N 42°45'30"W) a distance of one thousand, seven hundred two (1702') feet more or less to a point in the boundary line between the Boro of Freehold and the Township of Freehold.

RESOLVED FURTHER that the proper authorities of the Boro of Freehold be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute part of State Highway Route #7 and that this Commission will be responsible for the improvement and maintenance of the above described road.

BE IT FURTHER RESOLVED that the Boro of Freehold be requested to file with the State Highway Commission within thirty (30) days of the date hereof, any agreement or copies of franchises they have with any public utilities or any other company, firm, individual or corporation, effecting the construction, maintenance or use of the above described road.

July 14, 1925.

Abandonment, Route #5

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the following resolutions of abandonment for five portions of Route #5, Section #11, Delaware-Belvidere Section:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route #5 from Newark to bridge crossing the Delaware River about two miles above Delaware, by way of Morristown, Dover, Netcong, Budds Lake, Hackettstown, Buttsville and Delaware, and

WHEREAS, in the construction and improvement of the said State Highway Route #5, Section #11, from Delaware to Belvidere, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route #5, Section #11 as hereinafter described be and the same is hereby abandoned as a part of State Highway Route #5, Section #11 and vacated in accordance with the provisions of Chapter 14 and 15, Laws of 1917 and the amendment thereto in Chapter 230, Laws of 1919.

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route #5, Section #11 of the New Jersey State Highway System, said point being measured thirty-three (33') feet normally from the center line of the new road as constructed at about Station 101 + 75, thence (1) in a southeasterly direction a distance of eighty-four (84') feet more or less to a point; thence (2) in a southerly direction a distance of two hundred eighty (280') feet more or less to a point; thence (3) in a southeasterly direction a distance of one thousand, one hundred sixty-two (1162') feet more or less to a point in the northerly right of way line of the Belvidere-Buttzville road.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Township Committee of White Township, the governing body having jurisdiction of throad at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road taken over October 22, 1918, lying outside the limits of the acquired right of way of the new road as constructed between Station 101 + 75 more or less and the northerly right of way line of the Belvidere-Buttzville road as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions contained in Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route #5, from Newark to the bridge crossing the Delaware River about two miles above Delaware by way of Morristown, Dov er, Netcong, Budds Lake, Hackettstown, Buttzville and Delaware, and

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WHEREAS, in the construction and improvement of the said State Highway Route #5, Section #11, from Delaware to Belvidere, it has been found desirable to relocate a certain portion of the said Route for the betterment of alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route #5, Section #11 as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route #5, Section #11 and vacated in accordance with the provisions of Chapters 14 and 15 of the laws of 1917 and the amendement thereto in Chapter 220, laws of 1919.

Portion #1:
Beginning at a point in the center line of the Main St. throught the village of Delaware, known as the Delaware-Manunka Chunk Road; said point being opposite the Delaware Post office, running thence (1) along the center line of the said Delaware-Manunka Chunk Road in a general southerly direction a distance of three thousand nine hundred twenty-five (3925') feet more or less to an angle point in the said road opposite the culvert under the Delaware, Lackawanna and Western Railroad: thence (2) westerly and still along the center line of the Delaware-Manunka Chunk Road and through the culvert under the Delaware, Lackawanna and Western Railroad a distance of sixty-five (65') feet more or less to a point in the easterly right of way line of the new road as constructed, said point being measured forty-two (42') feet more or less normally from the center line of Route #5, Section #11 at about Station 76 + 05.

Portion #2:
Beginning at a point at the intersection of the center line of the Meyer(s Ferry Road and the westerly side line of the Delaware-Manunka Chunk Road and running thence (1) along the center line of the said Meyer's Ferry Road in a general southwesterly direction a distance of five hundred sixty-eight (568') feet more or less to a point in the new easterly right of way line of the new road as constructed, said point being measured thirty-three (33') feet from the center line of Route #5, Section #11 at about Station 48+ 80.

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Township Committee of Knowlton Township, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions taken over October 23, 1919, and January 15, 1920 lying outside the limits of the acquired right of way of the new road as constructed.

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14 of the Laws of 1917 a certain road or roads known as State Highway Route #5 from Newark to the bridge crossing the Delaware River about two miles above Delaware by way of Morristown, Dover, Netcong, Budds Lake, Hackettstown, Buttzville and Delaware, and

July 14, 1925.

WHEREAS, in the construction and improvement of the said State Highway Route #5, Section #11 from Delaware to Belvidere, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route #5, Section #11 as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route #5, Section #11 andvacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919,

Portion #1:
Beginning at a point in the intersection of the Westerly right of way line of the Pequest River, Manunka Chunk-Delaware Road produced, and the center line of the Belvidere-Buttzville road, thence (1) in a northerly direction a distance of three hundred seven (307') feet more or less to a point; thence (2) in an easterly direction a distance of two hundred forty (240') feet more or less to a point; thence (3) in a northeasterly direction a distance of four hundred nine (409') feet more or less; thence (4) in an easterly direction a distance of fifty-six (56') feet more or less to a point in the new southerly right of way line of Route #5, Section #11, said point being measured thirty-three (33') feet normally from the center line of the new road as constructed at about Station 117 + 63.

Portion #2:
Beginning at a point in the center line of the Belvidere-Buttzville road, said point being at intersection of the said center line and the new northerly right of way line of the new road as constructed, said point being measured thirty-three (33') feet normally from the center line of Route #5, Section #11 at about Station 118 + 51; thence (1) in a northeasterly direction a distance of three hundred nine (309') feet more or less to a point; thence (2) in a southeasterly direction a distance of two hundred seventy-one (271') feet more or less to apoint; thence (3) still in a southeasterly direction a distance of two hundred ninety-seven (297') feet more or less to a point in the new northerly right of way line of Route #5, Section #11, said point being measured thirty-three (33') feet normally from the center line of the new road as constructed at about Station 126 +32.

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Board of Chosen Freeholders of Warren County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the Belvidere-Buttzville Road as taken over January 15, 1920, lying outside the limits of the right of way of the new road as constructed between the Pequest River, Manunka Chunk-Delaware Road and Station 117 + 63 more or less and between Station 118 + 51 more or less and Station 126 + 32 more or less as shown on the plan attached hereto, and on file in the office of the State Highway Commission at Trenton, N. J.

July 14, 1925.

Atlantic County Repairs.

There was presented a resolution from the Atalntic County Board of Freeholders requesting that the State Highway Commission undertake the work of repairing the Shore Road at the expense of the County, since it is more convenient for the State Highway forces to come in on this work than it is for the County to employ outside forces. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the furnishing of 600 tons of bituminous concrete necessary and the placing of the same at a cost of $22.50 per ton.

Drainage, Route #13

State Highway Engineer Sloan presented to the Commission a report of drainage conditions existing on Route #13 in Lawrence Township, at the intersection of Grand View Avenue andState Highway Route #13, and he recommended that one-half cost not exceeding $350.00 be allotted to Lawrence Township as aid in the construction of a drainage system at this intersection. On motion by Mr. Kidde, seconded by Mr. Jelin, this recommendation was unanimously approved.

In connection with the above, State Highway Engineer Sloan presented a communication from the Progress City and Country Club located on the Lawrenceville road, directly opposite Grand View Ave., claiming that their property is being damaged by a flow of water from Grand View Avenue andRoute #13. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that a copy of the report made by the Maintenance Superintent be forwarded to the Progress City and Country Club together with the advice that a contribution has been made to Lawrence Township for the purpose of relieving this drainage condition at their property and it is hoped this will solve the situation.

Sparta-Woodport Road,
Sussex County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of the request of Sussex County as contained in the resolution for permission to proceed with the completion of the Sparta-Woodport Road under the provisions of Chapter 10, Laws of

1919, it being understood that the State Highway Commission will permit the use of $9,000.00 per year for a period of five years plus 50% of the interest charges for the retirement of the bonds issued for the completion of the Sparta-Woodport Road.

Ross' Corner-Sussex Road, Sussex County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved ofaward of contract by Sussex County for the Ross' Corner-Sussex Road, Section #1-B, to Conrad Sebolt for the sum of $47,292.20.

Sussex-Coleville Road, Sussex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of award of contract by Sussex County to Gallagher & Cozine on the Sussex-Coleville Road, said approval being granted subject to a written agreement by the County of Sussex in accordance with the arrangements made at a conference held between the State Highway Commission and representatives of the County at itsmeeting held on July 9th.

Route #16, Section #5-A, Somerville

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of an agreement with the Borough of Somerville for extra construction required on Route #16, Section #5A, in the Borough.

Motor Vehicle Aid, Sussex Co.,

There was presented a communication from Judge H. T. Kays, County Counsel of Sussex County, suggesting to the State Highway Commission a change in the tentative apportionments made from the Motor Vehicle fund allotment to the Townships of the State in Sussex County. It was suggested that an allotment to Andover Borough be changed from $2400.00 to $1400.00, since the County has already appropriated part of the cost of this work. It was also suggested that the remaining $1,000.00 on this work, together with $5,000.00 from the Sparta-Lafayette Road, Section #1, and $3,750.00 from the Coleville-New York State Road, be applied to the Newton-Swartzwood Road, since the County stands willing to contribute 50% of the cost of this road, which will cost approximately $30,000.00 to complete. It was also suggested that the funds set aside for the Coleville-

New York State Road be applied only from Coleville to the road leading to High Point. State Highway Engineer Sloan recommended to the Commission that the suggestions as made by Judge Kays be approved by the Commission.

Township Aid, Sussex County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following apportionments of Township Aid in Sussex County, and by this action rescinds any former action taken on this matter.

Township	Road	Amount
Andover Borough	Andover-Tranquility Sec. #2,	$ 1,400.00
Fredon	Newton-Swartzwood	13,600.00
Sparta	Sparta-Lafayette Rds. Sec. #1,	20,000.00
Wantage	Coleville-New York State Rd.	5,000.00
		$40,000.00

Township Aid, Middlesex County

Commission Jelin reported that he had investigated the Township Aid recommendations of Middlesex County and was prepared to approve of the following which he moved be approved:

Township	Road	Amount
Dunellen Boro	Washington Ave. North & South	$ 10,000.00
Piscataway	New Market Road	15,000.00
Raritan	Plainfield Avenue, Sec. #1	15,000.00
		$ 40,000.00

This was seconded by Mr. Kidde and adopted.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following additions, as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

7/15/25	Albon S. Berkeyheiser,	Office Boy,	$ 40. mo.
7/1/25	George R. Voorhees,	Bridge Inspector	165. "
7/9/25	H. E. Dandliker,	Struc. Designer,	215. "
7/9/25	Morris Stoll,	Struc. Draftsman,	225. "
7/7/25	Joel Barnett,	" "	200. "
7/6/25	Henry L. Woyton,	Jr. Draftsman,	175. "
7/7/25	Carl A. Sanborn,	Jr. Inspector,	125. "
7/16/25	David B. Sloan,	Rodman,	90. "
7/8/25	John M. Staiger,	Garage Assistant,	.50 hr.

Federal Aid, Route #8, Sec. 6

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project #78, Section "A" on Route #8, Section #6, New Foundland-Stockholm Section.

July 14, 1925.

Sea Isle Boulevard, Cape May County, Motor Vehicle Aid.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved an extension of time for the completion of the Sea Isle Boulevard, Cape May County, to August 19, 1925.

Equipment-Cape May County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of an award of contract by Cape May County for the furnishing of a one man, motor-driven, combined scraper and tractor at a cost of $1250.00.

Route #3, Widening, Section #12

Commissioner Jelin reported having inspected the completed work on Route #3, Section #12, widening and moved that the same be accepted on the part of the State. This was seconded by Mr. Kidde and adopted.

Route #4, Section #~~32~~ 33

State Highway Engineer Sloan reported to the Commission that bids had been received on July 13th for the construction of Route #4 Section #~~32~~ 33, Perth Amboy Bridge Cut-Off, and the lowest bid had been received from J. F. Chapman & Son of Hillside, New Jersey, in the amount of $168,941.21. He recommended to the Commission the adoption of the following resolution:

WHEREAS, an agreement has been entered into between the authorities of the City of Perth Amboy and the State Highway Commission concerning the construction of the cutoff approach to the New Amboy Bridge over the Raritan River between Perth Amboy and South Amboy, located in the City of Perth Amboy, and

WHEREAS, the State Highway Commission has received from the the State Highway Engineer a report of bids received by the City of Perth Amboy for the construction of the said Amboy Bridge Approach Cutoff, in accordance with the following list;

J. F. Chapman & Son	$ 168,941.21
C. H. Winans Co.	171,793.26
Conrad Seabolt	175,358.08
Public Service Production Co.	176,596.78
Stryker & Stryker	181,671.60
Utility Cont. Co.	183,673.13
Liddle & Pfeiffer	183,883.25

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the bid of J. F. Chapman & Son in the sum of $168,941.21, that being the lowest bid submitted, is a favorable bid and it is recommended that the authorities of the City of Perth

Amboy award the contract for the said construction to the said J. F. Chapman & Son on theirs the lowest bid submitted of $168,941.21, and

BE IT FURTHER RESOLVED, that the State Highway Commission does hereby approve of award of contract as of the date of award by the City of Perth Amboy.

On motion by Mr. Jelin, seconded by Mr. Kidde, this resolution was unanimously adopted.

Trolley Tracks, Route #5

The Secretary advised that in the matter of the Morris County Traction Company, no further advice had been received at this time. Commissioner Jelin therefore moved that Commissioner Kidde and State Highway Engineer Sloan be authorized to continue their negotiations and if necessary to appear in Court on the return date as representing the State Highway Commission.

Chairman Scott - Absence

Chairman Scott informed the Commission that it was his purpose to leave this evening for a trip to the West, andhe suggested that a Chairman be appointed pro tempore. On motion by Mr. Kidde, duly seconded, Commissioner Jelin was named Acting Chairman of the State Highway Commission.

On motion by Mr. Kidde, seconded by Mr. Jelin,,the State Highway Commission adjourned its meeting at 4:00 P. M., to meet in regular session on the call of the Chairman.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - July 28, 1925

A regular meeting of the State Highway Commission was held at the meeting rooms of the Commission, Broad Street Bank Building, Trenton, Tuesday, July 28, 1925. The meeting was called to order by Acting Chairman Jelin at 10:30 A. M.

Present: Acting Chairman Jelin, Messrs. Percy H. Stewart and Walter Kidde.

Absent: Gen. H. L. Scott on trip through the West.

Hearings, War Department

The Secretary informed the Commission that Mr. Jacob L. Bauer, County Engineer of Union County was present for a conference with the Commission on the matter of the proposed hearing before the War Department, concerning bridges to connect Perth Amboy with Tottenville and Elizabethport with Howland Hook. Mr. Bauer, suggested that it would be appreciated by the local communities if some expression could be had from the State Highway Commission bearing on the usefulness to traffic of the construction of these bridges. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following communication to be forwarded to the District Engineer of the War Department of New York.

"Col. Herbert Deakyne,
Colonel, Corp of Engineers,
Room 616, Army Building,
New York City.

My dear Sir:

I am directed by the State Highway Commission to inform you that the Commission has been requested by the authorities of Perth Amboy and Elizabeth to advise you as to the opinion of the State Highway Commission concerning the value and usefulness of bridges connecting Perth Amboy with Tottenville, and Elizabethport with Howland Hook.

The Commission has had occasion to make a close study of traffic conditions as they will exist with the next few years, and is deeply impressed with the necessity of additional facilities being provided.

The Commission believes it to be its duty to inform you that these new arteries of traffic, established between New Jersey and New York, will be of tremendous value to both terrains affected, and the Commission sincerely trusts that your decision as to the building of these bridges will be favorable.

By order of the State Highway Commission."

Rt. 1 Extension, Hackensack & Passaic Rivers

The Secretary presented to the Commission a communication received from the District Engineer, Col. Herbert Deakyne, of the War

Department, suggesting that in view of the conflicting interests in connection with the application of the State Highway Commission for new bridges over the Passaic and Hackensack River ~~bridges~~, he would prefer to discuss this matter with some member of the State Highway Commission. On motion by Mr. Stewart, duly seconded, the Commission directed that Mr. Kidde, together with State Highway Engineer Sloan, be delegated to attend a conference with Col. Deakyne and that the time be set for Friday morning, July 31st, at 11:00 A. M.

Route #4, Woodbridge

Commissioner Kidde reported at this time on a hearing held before Commissioner Jelin and himself in the Town of Woodbridge, concerning the extra width of pavement on Route #4 through the Town. He advised that there had been a misunderstanding on the part of the property owners along this road as to the cost involved, which had resulted in the failure on the part of the property owners to consent to an assessment for the extra width. He had assured the residents that the work would be done at a cost not exceeding $2.50 per lineal foot frontage and there immediately appeared a change in sentiment. Assistant Construction Engineer Moore was present and advised that detailed estimates based on the contract price for the extra paving showed the cost including intersections, to be $2.52 per lineal foot. He advised that he had given this information to the Mayor of Woodbridge, and he had been advised in return that at a meeting held on Monday evening, July 27th, a new petition, with thirty-one percent of the property owners signed thereon, had been presented to the City authorities asking for the improvement.

State Highway Engineer Sloan recommended to the Commission that the matter of assessment against the property owners be left entirely to the local authorities, and he would recommend that a flat sum coverin the contract cost be charged against the municipality for the work.

Commissioner Kidde therefore moved that in view of the report of the State Highway Engineer, the authorities of Woodbridge be advised that the total cost of the extra width pavement, which will be charged against the municipality in the event they determine to proceed with the work, will be $25,731.00, which involves paving and curbing on both sides of a length of 51,00 feet. This was seconded by Mr. Stewart and adopted.

H. L. Scott, Chairman

At this time the Secretary read to the Commission a communication received this morning from General Scott, advising of his activities in the West. The Commission requested that the Secretary include their kindest regards to the Chairman when he answered this communication.

Route #4, Ocean Grove

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, New Jersey, requesting the Commission to abandon route #4 from the Shark River Bridge to Deal Lake Bridge and to substitute therefore the Ocean Boulevard from Asbury Park to Delmar. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the communication be referred to the State Highway Engineer for study and report at a later date.

Route #4, Section #33, Perth Amboy Cut-off

The Secretary presented a resolution from the City authorities of Perth Amboy, advising of their award of contract for the paving of Route #4, Section #33, Perth Amboy Cut-off, to J. F. Chapman & Son, at $168,941.21. In view of the former action of the Commission already approving of this award, Mr. Kidde moved that this resolution be received and placed on file. This was seconded by Mr. Stewart and adopted.

Paterson Plank Road, Hudson Co.

The Secretary presented a resolution from the Board of Commissioners of the City of Hoboken and a resolution from the Township Committee of North Bergen, requesting that the Board of Freeholders of the County of Hudson and the State Highway Commission continue the Paterson Plank Road to the northerly end of Grove Street, Jersey City, in order to facilitate the Vehicular Tunnel Traffic. On motion by Mr. Stewart, duly seconded, these resolutions were ordered referred to Commissioner Kidde in order that he might confer with the County Engineer of Hudson County with a view to ascertaining the feeling of the County in this regard.

Route #20, Millville

The Secretary presented a resolution from the Board of Freeholders of Cumberland County, requesting the State Highway Commission to hasten the improvement of Route #20 northeasterly from the City of Millville, in order to improve the condition of seashore traffic, and suggesting that this be done in the 1926 program. On motion by Mr. Stewart, seconded by Mr. Kidde, the resolution was ordered received and placed on file for consideration at the proper time.

Route #8, Mountain View

The Secretary presented a communication received from the State Comptroller requesting the return to him of a check drawn to the order of the United Building & Construction Company in the amount of $2,579.14 against which they have filed a Sheriff's order of service on judgement against this company. The Secretary advised the Commission that in addition to this there was a letter on file from the Independence Indemnity Company preceding the date of the check, which requests all checks due the contractor to be held for the bonding company, since the contractor was in default.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that all papers in this matter be referred to the Attorney General and that a representative of the bonding company be requested to appear in the matter at the time it is discussed with the Attorney General.

Invitation

The Secretary presented a communication from the Board of Freeholders of Gloucester County inviting the State Highway Commission to meet with the State Association of Chosen Freeholders on August 10th at the Red Bank Battlefield Park, at National Park, New Jersey, in Gloucester County. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this invitation be accepted and that they be advised that such Commissioners as can find it convenient, will attend.

T. P. McGlennon

The Secretary presented a report of the claim of T. P. McGlennon, formerly a Bridge Foreman in the Maintenance Division, concerning expenses incurred in the work andwhich had not been paid to him. Following the duscussion, Commissioner Stewart moved that expense allowance for eighteen days at $4.00 per day be allowed to Mr. McGlennon in order that the matter might be closed. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #1 Extension, Hackensack Bridge.

The Secretary presented a communication from Mr. Francis H. McGee of the Attorney General's Department, reporting on the claim of Edward McDermott for services rendered in the Bown condemnation, and he advised that the services rendered were in accordance with the bill presented and while the charge was liberal it was in line with that charged by the others employed in a similar capacity. Commissioner Stewart moved that in view of the bill being charged at the rate of $100.00 per day, there be paid to Edward McDermott $1,000.00 for services rendered in the Bowen Condemnation. This was seconded by Mr. Kidde and adopted.

The Secretary presented a bill by E. J. Maier for services in connection with the Bowen condemnation in the amount of $1,000.00. On motion by Mr. Kidde, seconded by Mr. Stewart, this bill was ordered paid.

There was also presented a bill from E. J. Maier in the amount of $600.00 in connection with the Bowen condemnation appeal appraisals. On motion by Mr. Kidde, seconded by Mr. Stewart, this claim was referred to Judge Sullivan, special attorney in this matter, for review.

Right of Way, Routes #1, #3, #7 & 20.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the payment of the following claims on account of appraisal services rendered:

Percy A. Gaddis	Route #1 Extension	$500.00
Claude A. Flagg	" " "	200.00
Lewis R. Leddon	" #20 Section #1,	10.50
Wilbur M. Bakely,	" #3, Section #11,	10.00
M. L. Ruberton	" " " "	10.00
H. B. Price,	" #7,	25.00

Globe Indemnity Company

Commissioner Kidde reported that he had met with Mr. Duncan Reed, President of the Globe Indemnity Company, on the matter of claims of sub-contractors which cannot be satisfactorily adjusted with the bonding company, and he had been advised that in the case of Groman's creditors especially, the Globe Company had turned all claims over to a bank and was referring creditors to the bank. He also advised that the bonding company was very anxious to settle all claims presented to it. The Secretary informed the Commission that the Globe Company was responsible for the contract as awarded to Groman and the creditors could not look to any others for their claims. He also advised that he was in receipt of a letter from Mr. Reed to the effect that the company expected to stand on its rights in all these cases. No further action was taken at this time.

Route #4, Morgan Grade Crossing

Acting Chairman Jelin presented to the Commission a report of the hearing held at Trenton, on Tuesday, July 21st on the matter of the closing of the Morgan Crossing on Route #4, in view of the completion of the new elimination at this point. He advised that the delegation comprised business men and property owners on the old line, and Freeholders of Middlesex County. The basis of the claim was the fact that the business men were losing their business and the property owners were suffering a depredation in their property value. He reported into with the Jersey Central Railroad Company to the effect that the State Highway Commission is obligated to close the crossing upon the completion of the elimination. He stated, however, that it was his own impression that the old crossing would remain when the new bridge was constructed and he suggested that a representation from the delegation go the Central Railroad Company to ascertain whether they will permit the crossing to remain open for the balance of this year in order that the business men might rearrange their locations.

In connection with this matter, there was read a communications from the Public Utility Commission, advising of their cooperation in the closing of the Morgan Crossing.

State Highway Engineer Sloan informed the Commission that in company with Mr. Cady of the delegation and others, he hac met Mr. Owen, Chief Engineer of the Jersey Central Railroad Company, in order to present the request as made at the hearing, that the crossing be permitted open for the balance of the summer season. They had received a reply to the effect that the railroad company looks to the State Highway Commisstio will be held liable for any accidents which may occur by reason of this crossing. It was his suggestion that the State Highway Commission vacate that portion of Route #4 which is within the right of way of the railroad company at the grade crossing at Morgan, and that the remainder of this road be abandoned. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads, known as State Highway Route #4, from a point on Route #1 in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middletown, Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route #4, Section #25A Morgan Grade Elimination, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route #4, Section #25A as hereinafter described be and the same is hereby vacated as a part of State Highway Route #4, Section #25A in accordance with the provisions of Sub-division E, Section 12, of the Act of 1917, Chapter 15,

Beginning at a point in the center line of the old road, said point being at the intersection of said center line and the westerly right of way line of the New York and Long Branch Railroad; thence (1) in a northeasterly direction a distance of sixty-six (66) feet more or less to a point in the easterly right of way line of the said railroad, said point being distant four hundred eight and five-tenths (408.5') feet more or less, from the center line of the new State Highway, as constructed at about Station 94 + 13, measured southwesterly along the center line of the old road,

BE IT FURTHER RESOLVED that a notice of this vacation be sent to the Board of Chosen Freeholders of Middlesex County, the Town Committee of Sayreville Township and the New York and Long Branch Railroad.

It being the intention of the State Highway Commission to vacate to the New York and Long Branch Railroad all that portion of the old road lying between the right of way lines of the said New York and Long Branch Railroad as shown on the plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

July 28, 1925.

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads, known as State Highway Route #4, from a point on Route #1 in or near Rahway, to Absecon, by way of Perth Amboy, Keyport, Middletown,Toms River, Tuckerton and New Gretna, and

WHEREAS, in the construction and improvement of the said State Highway Route #4, Section #25A, Morgan Grade Elimination, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of the alignment, grade, etc. and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route #4, Section #25A, as hereinafter described be and the same are hereby abandoned as a part of State Highway Route #4, Section #25A and vacated in accordance with the provisions of Chapters 14 and 15, Laws 1917 and the amendment thereto in Chapter 220, Laws of 1919,

Portion #1

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southerly right of way line of Route #4, Section #25A of the New Jersey State Highway System, said point being measured thirty-five (35') feet more or less normally from the center line of the new road as constructed at about Station 71 + 79; thence (1) curving to the right for a distance of four hundred twenty-three (423') feet more or less to a point; thence (2) in a southeasterly direction a distnace of two hundred twenty-two (222') feet more or less to a point; thence (3) still in a southeasterly direction a distance of four hundred eighty-two (482') feet more or less to a point; thence (4) still in a southeasterly direction a distance of two hundred seventy-eight (278') feet more or less to a point; thence (5) still in a southeasterly direction a distance of two hundred ninety-six (296') feet more or less to a point; thence)6) curving to the left for a distance of one hundred ninety (190') feet more or less to a point; thence (7) in a northeasterly direction a distance of three hundred four (304') feet more or less to a point; thence (8) still in a northeasterly direction a distance of sixty-(60') feet more more or less to a point in the westerly right of way line of the New York and Long Branch Railroad or the New Jersey Central Railroad Company.

Portion #2

Beginning at a point in the center line of the old road, said point being at the intersection of the said center line and the easterly right of way line of the New York and Long Branch R. R. or the New Jersey Central Railroad; thence (1) in a northeasterly direction a distance of three hundred sixty (360') feet more or less to a point in the said new southerly right of way line of Route #4, Section #25A, said point being measured forty-four (44', feet more or less, normally from the center line of the said State Highway at about Station 93 + 92.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Middlesex County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over September 1, 1919, lying outside the limits of the acquired right of way of the new road as constructed between Station 71 + 79 more or less and Station 93 + 92 more or less as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, N. J.

Right of Way, Route #8

The Secretary presented a communication from F. W. DeVoe, Assistant Attorney General, advising that Condemnation Commissioners had made an award to George W. Sherman on Route #8 at Mountain View, in the amount of $2,250.00, against the owner's demand of $12,720.00, and he recommended that the sum be paid. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that payment be made to George W. Sherman in the amount of $2,250.00 as awarded by the condemnation Commissioners for property on Route #8.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was recessed for lunch at 1:00 P. M., to meet in regular session again at 2:30 P. M. The meeting was reconvened at 2:30 P. M., with the same members present as at the morning session.

Detour, Route #4.

State Highway Engineer reported to the Commission that he had given further study to the matter of change of detour for Route #4 during the construction of Route #4 between Rahway and Perth Amboy, and in view of the hazards involved by the crossing of the railroad tracks at Iselin, and protests received from the traveling public, he would recommend that the temporary detour, as established by way of Islin, be eliminated and that the official detour be fixed from Six Roads, by way of Route #1 to Metuchen; thence, via Amboy Avenue to Perth Amboy (Convery Place), this detour to be maintained as an official detour until the completion of the work under construction as far as Woodbridge. When this section of the work between Six Roads and Woodbridge is in shape to receive traffic, the road leading therefrom to Amboy Avenue will be used as a detour during the remainder of the construction. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer for the establishment of this detour in view of the fact that the practical operation of the temporary detour by way of Iselin has proven dangerous to traffic.

Commissioner Jelin suggested that extra large signs be provided to guide traffic over this new detour in view of the change.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendation of the State Highway Engineer:

Bridges, Route #4, M. P. 26.2 and 27.5

The following report was submitted on bids received for the construction of two bridges over Cedar Creek and Mill Creek at M. P. 26.2 and 27.5 on Route #4, Section #30, and it was recommended that award be made to the lowest bidder:

Ashbrook Crammer	$ 29,530.30
Hill Const. Co.	31,983.30
Pinto & Felice	32,860.90
Red Bank Const. Co.	37,412.24
Rutter Bros. & Parker	42,486.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the adoption of the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of two bridges over Cedar Creek and over Mill Creek at M. P. 26.2 and 27.5 on Route #4, Section #30, to Ashbrook Cranmer at his the lowest bid received in the amount of $29,530.30, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #7, Section #5

There was submitted the following report of bids received for the construction of Route #7, Section #5, Jerseyville-Freehold, and recommendation was made for award to the lowest bidder:

William Eisenberg	$ 216,090.97
Freehold Const. Co.	219,613.24
Stryker & Stryker	224,126.77
Jannarone Cont. Co.	224,519.18
John F. McGreevy	225,231.10
J. M. Reuter	229,595.35
Charles T. Kavanagh	233,967.60
E. Riley Mixner Co.	235,774.26
Edward H. Ellis	239,369.70
J. F. Chapman & Son	239,389.43
Henry W. Horst Co.	254,472.25

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the adoption of the following resolution:

July 28, 1925.

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #7, Section #5, Jerseyville-Freehold, to William Eisenberg, at his the lowest bid received in the amount of $216,090.97, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #9, Section #15A

There was submitted the following report of bids received for the construction of Route #9, Section #15A in the Township of Cranford, and recommendation was made for award to the lowest bidder:

P. Camillo & Co.	$ 50,770.91
John F. McGreevy	50,949.05
J. F. Chapman & Son	50,956.05
Graham VanKeuren	52,504.75
Weldon Cont. Co.	54,420.76
Sutton & Corson Co.	57,513.75
Joseph F. Burke	59,033.75

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the adoption of the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #9, Section #15A, Township of Cranford, to P. Camillo & Co., at their's the lowest bid received in the sum of $50,770.91, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Route #4, Woodbridge

The Secretary announced that Mayor Neuberg of Woodbridge was present for a conference with the Commission. On motion, duly seconded, a hearing was granted. Mayor Neuberg informed the Commission concerning the action of the residents along Route #4 in petitioning for the extra width of pavement. Chairman Jelin informed Mayor Neuberg that the Commission had already taken action and charged the municipality with a total of $25,731.00 over the entire lenght and the municipality could arrange its assessments in any way it saw fit.

Mayor Neuberg stated that it would take another week before sufficient names were on the petition to insure its passage by the municipality.

Bridge, Route #16

There was reported the completion of plans and specifications for the construction of a reinforced concrete bridge over Cruser's Brook at M. P. 7.9 on Route #16 and advertisement was recommended.

July 28, 1925.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a reinforced concrete bridge over Cruser's Brook at M. P. 7.9 on Route #16, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #2, Section #7

There was reported the satisfactory completion of the construction work on the widening of Route #2, Section #7, South Broad Street, Mercer County, same being under contract with Joseph Burke of Plainfield. Commissioner Jelin reported that he had inspected this work and it was in satisfactory condition. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment to Joseph F. Burke for the construction of Route #2, Section #7, Widening, subject to the approval of the State Highway Engineer on the final papers.

Route #4, Section #27

There was reported the satisfactory completion of the work performed by Michael Staub contractor on Route #4, Section #27, Cedar Creek-Forked River, there being omitted from this contract a section leading up to two bridges now being constructed by other contractors on this road, for which there would be withheld 125% of the contract amount on this unfinished work. Commissioner Jelin reported having been on this work within the past week and he recommended that same be accepted on the part of the Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment to Michael Staub contractor on Route #4, Section #27, Cedar Creek-Forked River, retaining 125% of the cost of the unfinished work at the location of two bridges being constructed at Stations 2078 and 2110 plus 45.

Right of Way, Amboy Bridge

There was presented a proposed letter to be forwarded to the W. J. Donnell Lumber Company in answer to a notice signed by the Attorney's of the W. J. Donnell Lumber Company, to the effect that the temporary ingress and egress to and from land of the Donnell Lumber Company has been closed by working operations and requesting that the State Highway Commission furnish further access from the western part of the Donnell property to the eastern line of their lands.

State Highway Engineer Sloan advised that access has, at no time, been denied the Donnell Lumber Company and therefore he recommended that the following letter be sent to the Donnell Lumber Company:

"Receipt of your communication of July 21, 1925, to the State Highway Commission and to the Stillman, Delehanty, Ferris Company is acknowledged.

"You are advised that although the temporary access provided by the tunnel through the embankment has now been closed, other good and sufficient access exists and will be maintained until such time as the permanent road along the westerly side of the North approach and under the viaduct span is completed."

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the forwarding of this communication by the State Highway Engineer.

Right of Way, Route #1,
Extension, Jersey City.

There was presented a communication from J. W. Pfau, Engineer of Construction for the New York Central Railway, advising that it will be agreeable to his company for the State Highway Commission to enter upon lands of the New Jersey Junction Railway Company pending completion of negotiations in order to permit the construction of Route #1 Extension at Jersey City. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the entering upon the lands of the New Jersey Junction Railway Company upon the terms and conditions as contained in a letter from Mr. J. W. Pfau, Engineer of Construction under date of July 22, 1925.

Right of Way, Route #1,
Extension, Newark.

There was presented a communication from Assistant Construction Engineer Lavis inquiring as to the purchase of property for Route #1, Extension through Newark. On motion, duly seconded, the matter was ordered laid over for consideration at the next meeting.

Right of Way, Amboy Bridge

The State Highway Engineer presented to the Commission an agreement to be entered into by the State Highway Commission and Richard

Rue, which will give him access over the property of the State to the southerly approach of the New Amboy Bridge, in view of the fact that Right of Way Engineer Meeker, at the time of acquiring property from Mr. Rue, advised that he would have access to the bridge approach. At that time there was an earth fill in the plans, which has since been changed to a concrete viaduct. On motion by Mr. Kidde, seconded by Mr. Stewart, this matter was ordered returned to the Right of Way Division for further negotiations, to the end that there will be no crossing of State Highway property for entrance purposes to the Amboy Bridge from the property of Mr. Rue.

Right of Way, Entrance Road, Section #2, Camden

State Highway Engineer Sloan reported to the Commission that in order to have certain property vacated by the tenants on Section #2 of Entrance Road at Camden, he had suggested to Chairman Jelin that payments of $100.00 be made to each of three tenants fro this purpose, and that Chairman Jelin had authorized the same, pending ratification by the Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the action of the State Highway Engineer offering $100.00 to each of three tenants for the immediate vacation of property needed on Section #2 of the Entrance Road at Camden.

Right of Way, Route #1 Extension

State Highway Engineer Sloan presented to the Commission a report from Assistant Construction Engineer Lavis advising of an appraisal received by him from the Ault & Wiborg Company on 12th Street, Jersey City for the taking of a strip 17 feet in depth and 275 feet in length from their property. The damage to the property and remainder was placed at $659,488.81. The Commission was also advised that Percy A. Gaddis special appraiser, had appraised the property including damage at $144,380.00 while Mr. Burhorn had placed the damage at less than $100,000.00.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $100,000.00 be made to Ault & Wiborg for property needed for the construction of Route #1 Extension in Jersey City, and in the event of its being refused, that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #14

Beginning at a point formed by the intersection of the northerly side line of 12th Street with the easterly side line of Monmouth Street, as shown on a plan hereto attached, marked "Exhibit A", entitled: "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from the Ault and Wiborg Company, City of Jersey City, Hudson County, Scale 1" = 50 feet, July 1925," and running; thence (1) in a northerly direction of seventeen (17) feet to the proposed northerly right-of-way line of State Highway Route #1, Extension; thence (2) in an easterly direction, along the aforesaid proposed northerly right-of-way line, a distance of two hundred and seventy-five (275) feet to the dividing line between lands of Ault and Wiborg Company on the west and lands now or formerly of Otto Gordan on the east; thence (3) in a southerly direction, along said dividing line, a distance of seventeen (17) feet to the northerly side line of 12th Street; thence (4) in a westerly direction, along the northerly side line of 12th Street, a distance of two hundred and seventy-five (275) feet to the point or place of beginning, CONTAINING four thousand, six hundred seventy-five (4675) square feet, it being the intention to acquire all lands lying between the lands now or formerly of Otto Gordan on the East and the easterly side line of Monmouth Street on the west, and extending from the northerly side line of 12th Street on the South to the proposed northerly right-of-way line of State Highway Route #1 Extension on the North, being part of Plot B1, Block 362, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $100,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directedto institute condemnation proceedings for the acquisition of said lands and premises.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of the following parcels of property on Route #1 Extension, Section #2, Jersey City, agreements having been reached with the owners:

Parcel	Name	Amount
12,	August Altvatter and wife,	$ 8,500.00
29,	Marie Edelbach,	9,200.00
30,	Julius Edelbach, & Wife,	8,500.00
4,	Nicholas Miucci,	450.00
14,	Adolphine Stolz,	6,600.00

Right of Way, Routes, #4, #3,
#7, and #20

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of the following parcels of property on sections of State Highways, with a letter of thanks to those who have conveyed for a nominal consideration:

Route	Parcel	Name	Consideration
3	34 & 36	Antonio Damucci, widower,	$ 1,800.00
3	15	C. A. Jones,	5.00
4	1-B	Cornelia A. Reid, Widon,	200.00
4	18	Asbury Mathis,	150.00
4	28	M. E. Church, B. F. Chew & L. T. Berry (Trustees)	1.00
4	29	Estateof Walter W. Pharo,	1.00
4	36	Leonard Zoos & Wife,	1.00
4	39	Grover & Dora Maxwell,	1.00
4	40	Charles Cramer & Wife,	1.00
4	45	James R. Mathis,	1.00
4	51	Arnold Cramer & Wife,	1.00
4	53	Ida E. French, widow,	1.00
4	60	" " " "	1.00
4	68	Howard Mathis,	1.00
4	77	Charles C. Robbins & Wife,	1.00
4	78	John McAnney & Wife,	1.00
4	81	Lorena B. Kestler & Husband,	1.00
4	82	Bertha D. Mathis, widow,	1.00
4	84	Albert C. H. Bashaw, single,	1.00
4	85	Russel Loveland & Wife,	1.00
4	90	Joseph Oilvello & Wife,	1.00
4	91	Wallace Irons, single,	1.00
4	102	Harriet E. Kepp, widow,	1.00
4	104	Charles Wicks, single,	1.00
4	107	Samuel H. Marshall & Wife,	1.00
4	120	Mrs. M. Hammond, widow,	1.00
4	121	Sarah A. Gale, widow,	1.00
4	24	Laura E. Felter, Trustee	1,200.00
4	25	Charles F. Bedman, single,	1.000.00
4	20	Roman Borwick, & Wife,	5,021.50
4	9 & 10	John Ganyak,	4,623.45
7	1 & 1-A	Ida C. Smock, widow,	166.00
7	4	Frank H. Matthews & Wife,	25.00
7	5	Julia Wilson, widow,	80.00
7	6	Wm. Dilatush, et als,	150.00
7	8	W. V. Ward & Wife,	221.73
7	10	John Forman & Wife,	17.00
7	12	Wm. Thompson & Wife,	110.00
7	13	Harry E. Taylor plus the construction of Bridge over brook to provide entrance to field	625.00
7	21 & 21-A	C. Stillwell & Wife,	2,500.00
7	22 & 22-A	Michael Griffin Estate,	175.00
7	25	Wm. H. Vreedenburgh Estate,	356.00
20	51	Robert Lindel,	600.00
20	61	Joseph & Tuener, Inc.	311.00

Right of Way, Route #4.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the following purchase agreements on Route #4, Section #32, be referred to Commissioner Jelin for report:- Parcels No. 1, 27-A, 27-B, 28, 29, 30 and 31.

Right of Way, Route #1 Extension

State Highway Engineer Sloan presented a report from Assistant Construction Engineer Lavis, together with appraisals on property of Prospero Buonadies, known as Parcel #2 on Route #1 Extension, Jersey

City, and recommended that an offer of $4,500.00 be made and in the event of refusal to accept, that condemnation proceedings be entered into.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that an offer of $4,500.00 be made for the property of Prospero Buonadies on Route #1 Extension, Jersey City, and in the event same is refused that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #2

Beginning at a point in the northeasterly side line of Hoboken Avenue, said point being distant eight-four feet and five-tenths of a foot (94.5) in a northwesterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue with northwesterly side line of Palisade Avenue, as shown on a plan hereto attached, marked "Exhibit A", entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Prospero Buonadies, City of Jersey City, Hudson County, June 1925", and running thence (1) in a northeasterly direction, along the dividing line between lands of Prospero Buonadies on the east and lands now or formerly of Nicola and Antoinetta Galietta on the west, a distance of five feet and five-tenths of a foot (5.5) more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (2) in a southeasterly direction, along the said proposed northeasterly right of way line of State Highway Route #1 Extension, a distance of twenty-one (21) feet, more or less, to the dividing line between lands of Prospero Buonadies on the west and lands now or formerly of Luigi Mela and wife on the east; thence (3) in a southwesterly direction, along said dividing line, a distance of two feet and five-tenths of a foot (2.5) more or less, to the northeasterly side line of Hoboken A Avenue; thence (4) in a northwesterly direction, along the northeasterly side line of Hoboken Avenue, a distance of twenty feet and five-tenths of a foot (20.5) more or less, to the point or place of Beginning; CONTAINING eighty (80) square feet , more or less, as shown on said plan. It being the Intention to acquire all lands lying between the lands now or formerly owned by Nicola and Antionetta Galietta on the west and lands now or formerly of Lugi Mela and wife on the east and extending from the north-easterly side line of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north; Being part of Plot 16-A, Block 552, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make on offer of the sum of $4,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is herby authorized and directed to institute condemnation proceedings for the acquistion of said lands and premises.

July 28, 1925

State Highway Engineer Sloan presented a report from Assistant Construction Engineer Lavis on the property of Carl Pfetsch and Wife known as parcel 37 on Route #1 Extension, Jersey City, and recommended that an offer of $14,500.00 be made and in the event of refusal to accept that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $14,500.00 be made to Carl Pfetsch and Wife for property on Route #1 Extension, Jersey City, and in the event of refusing to accept that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1, Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #7

Beginning at a point in the northeasterly side line of Hoboken Avenue, said point being distant twenty-two feet and thirty-three one-hundredths of a foot (22.33) in a northwesterly direction from the intersection formed by the northwesterly side line of Concord Street with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A", entitled "New Jersey State Highway Department Route #1, Extension, Property to be acquired from Earl Pfetsch and wife, City of Jersey City, Hudson County, June 1925", and running; thence (1) along the northeasterly side line of Hoboken Avenue, in a northwesterly direction, a distance of twenty-six feet and twelve one-hundredths of a foot (26.12) to the dividing line between lands of Earl Pfetsch on the east and lands now or formerly of Joseph Kugel on the west; thence (2) along said dividing line, in a northeasterly direction, a distance of thirty-eight (38) feet more or less, to a point in the proposed northeasterly right of way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75) from the existing monumented center line of the Erie Railroad passenger tracks; thence (3) along said proposed northeasterly right of way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of twenty-six feet and five-tenths of a foot (26.5) more or less, to the dividing line between lands of Karl Pfetsch on the west and lands now or formerly of Louis Fort and wife on the east; thence (4) along said dividing line, in a southwesterly direction, a distance of thirty-five (35) feet, more or less, to the point or place of Beginning; CONTAINING nine hundred and forty-five (945) square feet, more or less, as shown on said plan. It being the intention to acquire all lands lying between lands now or formerly of Louis Fort and wife on the east and lands now or formerly owned by Joseph Kugel on the west, and from the northeasterly side line of Hoboken Avenue on the south and extending to the proposed northeasterly right of way line of State Highway Route #1 Extension, on the north; Being part of lot 1, Block 357, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $14,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan presented a report from Assistant Construction Engineer Davis on the property of the Dominant Club, known as Parcel #15 on Route #1 Extension, Jersey City, Section #2, and he recommended that an offer of $15,600.00 be made and in the event of refusal to accept that the property be acquired by condemnation. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an offer of $15,600.00 be made to Dominant Club for Parcel #15 on Route #1 Extension, Jersey City, Section #2, and in the event of their refusing to accept that the property be acquired by condemnation in accordance with the following resolution:-

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point in the northeasterly side line of Hoboken Avenue, said point being distant one hundred and sixty-two feet and seventy-eight one-hundredths of a foot (162.78) in a southeasterly direction from the intersection formed by the southeasterly side line of Baldwin Avenue with the northeasterly side line of Hoboken Avenue, as shown on a plan hereto attached, marked "Exhibit A", entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from the Dominant Club, City of Jersey City, Hudson County, June, 1925", and running; thence (1) in a northeasterly direction, along the dividing line between lands of Dominant Realty Company on the east and lands now or formerly of Kenneth Apolant on the west, a distance of fifty-five (55) feet to a point, said point being the northwest corner of lands of Dominant Realty Company and in the dividing line between lands of Dominant Realty Company on the south and lands now or formerly of Kenneth Apolant on the north; thence (2) in a southeasterly direction, along the said dividing line, a distance of twenty-five (25) feet to a point; thence (3) still in a southeasterly direction, along a line parallel with Hoboken Avenue and being the dividing line between lands of Dominant Realty Company on the South and lands now or formerly of Kenneth Apolant on the north, a distance of five (5) feet to the dividing line between lands of Dominant Realty Company on the west and lands now or formerly of Adolphine Stolz and husband on the east; thence (4) in a southwesterly direction, along the said dividing line, and parallel to the first course, a distance of fifty-eight (58) feet, more or less, to the northeast side line of Hoboken Avenue; thence (5) in a northwesterly direction, along the northeasterly side line of Hoboken Avenue, a distance of thirty (30) feet to the point or place of beginning; CONTAINING one thousand, six hundred and eighty-five (1,685) square feet, more or less, as shown on said plan. It being the intention to acquire all lands lying between the lands now or formerly of Adelphine Stols and husband on the east and lands now or formerly of Kenneth Apolant on the west, and from the northeasterly side line of Hoboken Avenue extending to the dividing line between the lands of Dominant Realty Company on the south and lands now or formerly of Kenneth Apolant on the north, being plot 6-Q, Block 557, as shown on the official assessment map of Jersey City.

July 28, 1925.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $15,600.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #8

State Highway Engineer Sloan presented a report with appraisals on the property of F. A. F. Hogan, on Route #8, Section #6, Newfoundland-Stockholm and requested authority to offer $250.00 for the property, and in the event of its refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $250.00 be made to F. A. F. Hogan for Parcel #10 on Route #8, Section #6, and in the event of refusal that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #8, Section #2, Newfoundland-Stockholm, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #10

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the east and lands now or formerly of the City of Newark on the west with the northerly deed line of grantor, said point being distant three and ninety-two one-hundredths (3.92) feet northerly from the proposed center line of State Highway Route #8, Section #6, at Station 172 plus 69.34, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 8 - Section 6, Property to be acquired from F. A. F. Hoagan, West Milford Township, Passaic County, Scale 1" equals 50' April 1925"

Thence (1) along the northerly deed line of grantor, South sixty-eight degrees, fifty-nine minutes, thirty-four seconds East (S 68° 59' 34"E), a distance of one thousand eight hundred thirty-three and sixty-eight one-hundredths (1833.68) feet to a point in the dividing line between lands of grantor herein on the west and lands now or formerly of the City of Newark on the east;

Thence (2) along said dividing line, South one degree, thirty-five minutes, fifty-five seconds West (S 1°35' 55"W), a distance of thirty-four and ninety-six one-hundredths (34.96) feet to a point in the proposed southerly right-of-way line of said State Highway;

Thence (3) along said proposed southerly right-of-way line, parallel to and distant thirty-three (33) feet from the proposed center line, North sixty-nine degrees, thirteen minutes. eighteen seconds West (N 69°13'18"W), a distance of one thousand four hundred fourteen and fifty-two one-hundredths (1414.52) feet to a point opposite Station 177 plus 00;

Thence (4) South twenty degrees, forty-six minutes, forty-two seconds West (S 20° 46' 42"W), a distance of seven (7) feet to a point opposite Station 177 plus 00;

Thence (5) along the proposed southerly right-of-way line, parallel to and distant forty (40) feet from the proposed center line, North sixty-nine degrees, thirteen minutes, eighteen seconds West (N 69°13'18"W), a distance of sixty-three and two one hundredths (63.02) feet to an angle point;

Thence (6) along said proposed southerly right-of-way line, parallel to and distant forty (40) feet from the proposed center line, North sixty-eight degrees, forty-one minutes, eighteen seconds West (N68°41'18"W), a distance of eighty-seven and thirty-six one-hundredths (87.36) feet to a point opposite Station 175 plus 50;

Thence (7) South twenty-one degrees, eighteen minutes, forty-two seconds West (S 21° 18' 42"W), a distance of ten (10) feet to a point opposite Station 175 plus 50;

Thence (8) along the proposed southerly right-of-way line, parallel to and distant fifty (50) feet from the proposed center line, North sixty-eight degrees, forty-one minutes, eighteen seconds West (N 68° 41' 18"W), a distance of two hundred seventy-one and forty-three one-hundredths (271.43) feet to a point in the aforesaid dividing line between lands of grantor herein and lands now or formerly of the City of Newark;

Thence (9) along said dividing line, North eleven degrees, thirty-five minutes, forty-two seconds East (N 11° 35' 42" E), a distance of fifty-four and seven-tenths (54.7) feet to the point and place of Beginning;

CONTAINING two hundred fifty-one one-thousandths (0.251) of an acre, be the same more or less, exclusive of existing right-of-way, as shown on said plan;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, extending from the lands now or formerly of the City of Newark on the west to other lands now or formerly of the City of Newark on the east, as shown on said plan hereto attached;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $250.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #4

State Highway Engineer Sloan presented a report with appraisals on the property of Ephraim Cutter on Route #4, Section #33, Perth Amboy Bridge Cut-Off, Parcel #27 and he recommended that an offer of $1,785.00 be made and in the event of refusal that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $1,785.00 be made to Ephraim Cutter for Parcel #27 on Route #4, Section #33, and in the event of refusal that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway, Route #4, Section #33, Perth Amboy Bridge Cut-off, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #27

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the east and lands now or formerly of Thomas Forbes on the west, with the proposed northwesterly right-of-way line of State Highway Route #4, Perth Amboy Bridge Cut-Off, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway at station 64 plus 49.48, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4 Perth Amboy Bridge Cut-Off, Property to be acquired from Ephraim Cutter, in the City of Perth Amboy,Middlesex County, Scale 1", equals 40' May 1924, Revised Jan. 1925";and running

Thence (1) along said right-of-way line, parallel to and thirty-three (33) feet distant from the proposed center line of said State Highway, North twenty degrees, seventeen minutes East (N 20° 17' E), a distance of five hundred six and nineteen one-hundredths (506.19) feet to a point in the southerly side line of Spa Spring Road;

Thence (2) along said southerly side line of Spa Spring Road, crossing the proposed center line at Station 69 plus 75.73, North seventy-eight degrees, fifty-nine minutes, thirty seconds East (N 78° 59' 30"E), a distance of seventy-seven and twenty-four one-hundredths (77.24) feet to a point in the proposed southeasterly right-of-way line of said State Highway;

Thence (3) along said right-of-way line, parallel to and thirty-three feet (33) distant from the proposed center line of said State Highway, South twenty degrees, seventeen minutes West (S 20° 17' W), a distance of six hundred twenty-one and thirty-two one hundredths (621.32) feet to a point in the aforesaid dividing line betweenlands of grantor herein on the east and lands now or formerly of Thomas Forbes on the west;

Thence (4) along said dividing line, crossing the proposed center line at Station 64 plus 11.98, North twenty-one degrees, four minutes West (N 21° 04'W), a distance of ninety-nine and nine-tenths (99.9) feet to the point and place of Beginning; CONTAINING eight hundred fifty-four one-thousandths (0.854) of an acre, be the same more or less;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, 33' each side of the proposed center line, extending from the lands now or formerly of Thomas Forbes on the south to the lands now or formerly of Hampton Cutter on the north, as shown on said plan hereto attached: including the right to form and maintain slopes over other lands of grantor adjacent to lands hereinabove described as required to a line not exceeding forty (40) feet in distance each side of the proposed center line.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,785.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan presented plans and appraisals on the property of Alexander Macioroski and Anton Massopust, known as Parcel #14, on Route #4, Section #33 and recommended that an offer of $1,000 be made and in the event of refusal that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $1,000.00 be made to Alexander Macioroski and Anton Massopust for Parcel #14 on Route #4, Section #33 and in the event of their refusing to accept that the property be acquired by condemnation in accordance with the

the following resolution:

RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route #4, Section #33, Perth Amboy Bridge Cut-off, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #14

Beginning at a point formed by the intersection of the dividing line between lands of grantors on the north and lands now or formerly of John Latkanicz on the south, with the proposed northwesterly right-of-way line of State Highway Route #4, Perth Amboy Bridge Cut-off, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 11 plus 27.06, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Perth Amboy Bridge Cut-off, Property to be acquired from Alexander Maciorowski and Anton Massopust, in the City of Perth Amboy, Middlesex County, Scale: 1" equals 20', April, 1924"; and running;

Thence (1) along the proposed northwesterly right-of-way line of said State Highway, parallel to and thirty-three (33) feet distant from the proposed center line, as shown on said plan, North twenty degrees and seventeen minutes East (N 20° 17' E), a distance of fifty (50) feet to a point in the dividing line between lands of grantor on the south and lands now or formerly of George Milyovcsik on the north;

Thence (2) along said dividing line, parallel to and one hundred fifty (150) feet distant northeasterly from the northeasterly side line of Harrington Street, South sixty-nine degrees and forty-three minutes East (S 69° 43'E), a distance of twenty-six (26) feet to a point in the existing northwesterly side line of Cleveland Avenue;

Thence (3) along said existing northwesterly side line of Cleveland Avenue, parallel to and seven (7) feet distant northwesterly from the proposed center line of said State Highway, South twenty degrees and seventeen minutes West (S 20° 17' W), a distance of fifty (50) feet to a point in the aforesaid dividing line between lands of grantor and lands now or formerly of John Latkanicz;

Thence (4) along said dividing line, parallel to and one hundred (100) feet distant northeasterly from the northeasterly side line of Harrington Street, North sixty-nine degrees forty-three minutes West (N 69° - 43' W), a distance of twenty-six (26) feet to the point and place of beginning;

CONTAINING thirteen hundred (1300) square feet, be the same more or less.

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines thirty-three (33) feet each side of the proposed center line, from the lands of John Latkanicz on the south to the lands of George Milyovcsik on the north, as shown on said plan hereto attached;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan presented plans and appraisals on the property of John Lesczynski for Parcel #18 on Route #4, Section #33, and he recommended that an offer of $1,000.00 be made and in the event of refusal that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $1,000.00 be made to John Lesczynski for Parcel #18 on Route #4, Section #33 and in the event of refusal to accept that the property be acquired by condemnation in accordance with the following resolution:

RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 4, Section 33, Perth Amboy Bridge Cut-off, ALL that certain Lot, tract or parcel of land and premises, situate lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #18

Beginning at a point formed by the intersection of the dividing line between lands of grantor on the north and lands now or formerly of John Brown on the south, with the proposed northwesterly right-of-way line of State Highway Route #4 Perth Amboy Bridge Cut-off, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 13 plus 27.06, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Perth Amboy Bridge Cut-Off, Property to be acquired from John Lesczynski, in the City of Perth Amboy, Middlesex County, Scale: 1" equals 20', April 1, 1924," and running;

Thence (1) along the proposed northwesterly right-of-way line of said State Highway, parallel to and thirty-three (33) feet distant from the proposed center line, as shown on said plan, North twenty degrees and seventeen minutes East (N 20° 17' E), a distance of fifty (50) feet to a point in the dividing line between lands of grantor on the south and lands now or formerly of Ralph A. Bullis on the north;

Thence (2) along said dividing line, parallel to and one hundred fifty (150) feet distant southwesterly from the southwesterly side line of Kamm Street, South sixty-nine degrees and forty-three minutes East (S 69° 43' E), a distance of twenty-six (26) feet to a point in the existing northwesterly side line of Cleveland Avenue;

Thence (3) along said existing northwesterly side line of Cleveland Avenue, parallel to and seven (7) feet distant northwesterly from the proposed center line of said State Highway, South twenty-degrees and seventeen minutes West (S 20° 17' W), a distance of fifty (50) feet to a point in the aforesaid dividing line between lands of grantor and lands now or formerly of John Brown;

Thence (4) along said dividing line, parallel to and two hundred (200) feet distant southwesterly from the southwesterly side line of Kamm Street, North sixty-nine degrees and forty-three minutes West (N 69° 43' W), a distance of twenty-six (26) feet to the point and place of beginning;

CONTAINING thirteen hundred (1300) square feet, be the same more or less;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines thirty-three (33) feet each side of the proposed center line, from the lands of John Brown on the south to the lands of Ralph A. Bullis on the north, as shown on said plan hereto attached;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan presented plans and appraisals on the property of Jacob Schwenzer on Route #4, Section #32, and he recommended that an offer of $9,000.00 be made and in the event of refusal to accept that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $9,000.00 be made to Jacob Schwenzer for Parcel #32, on Route 4, Section #32, and in the event of his refusing to accept that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 4, Section 32, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #32

Beginning at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of Anna Dunn on the South, with the proposed westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 168 plus 70.40, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Sec. 32, Perth Amboy - Rahway, Property to be acquired from Jacob Schwenzer, Est. Woodbridge Township, Middlesex County, Scale: 1" equals 50', Nov. 1924"; and running;

Thence (1) along said proposed westerly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, North eight degrees, three minutes and thirty seconds West (N 8°-03'-30"W), a distance of one hundred thirty-eight and forty-nine one-hundredths (138.49) feet to a point of curvature at Station 170 plus 08.89 on said plan hereto attached;

Thence (2) still along said proposed westerly right-of-way line in a northwesterly direction, concentric with and thirty-three (33) feet distant radially from said proposed center line, along the arc of a curve to the left with a radius of 922.37) feet, a distance of two hundred eighty and eleven one-hundredths (280.11) feet to a point of tangency on said plan hereto attached;

Thence (3) along said existing southwesterly side line of St. George's Road, parallel to and thirty-three (33) feet distant normally from the forward tangent of the curve of said proposed center line, South twenty-five degrees, twenty-seven minutes and thirty seconds East (S25° 27'-30"E), a distance of one hundred seventy-six and eighty-five one-hundredths (176.85) feet to an angle point;

Thence (4) still along said existing southwesterly side line of St. George's Road, South thirty-four degrees and forty-one minutes East (S34°-41'E), a distance of one hundred fifty-two and two one-hundredths (152.02) feet to a point;

Thence (5) South sixty-five degrees, twelve minutes and thirty seconds West (S 65° 12' 30"W) a distance of thirteen and thirty-seven one-hundredths (13.37) feet to a point in the proposed easterly right-of-way line of said State Highway, distant thirty-three (33) feet normally from said proposed center line, at Station 169 plus 76.22 as shown on said plan hereto attached;

Thence (6) along said proposed southwesterly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, South eight degrees, three minutes and thirty seconds East (S8° 03'-30"E) a distance of ninety-five (95) feet to the aforesaid dividing line between lands of grantor herein and lands now or formerly of Anna Dunn;

Thence (7) along said dividing line, South seventy-two degrees, thirty-seven minutes and thirty seconds West (S72°-37'-30"W) a distance of sixty-six and eighty-eight one-hundredths (66.88) feet to the point and place of beginning;

CONTAINING three hundred twenty-five one-thousandths (0.325) of an acre, be the same more or less;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, extending from lands now or formerly of Anna Dunn on the South to the point of tangency, Station 172 plus 98.89, as shown on said plan hereto attached;

TOGETHER WITH the right to enter upon, construct, form and maintain slopes over other lands of grantor adjacent to the easterly line of land hereinabove described, and extending to lines distant forty-five (45) feet each side of the aforesaid center line and parallel thereto, from Station 168 plus 75.81 to Station 169 plus 76.22, as shown on said plan hereto attached, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $9,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #2

State Highway Engineer Sloan presented a report with appraisals on the property of Charles B. Jessup for Parcel #1 on Route #2, Section #8, Bridgeboro-Pensauken Section and requested authority to offer $219.20 for the property and in the event of its being refused that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved an offer of $219.20 being made to Charles B. Jessup for Parcel #1, Route #2, Section #8, and in the event of its being refused that the property be acquired by condemnation with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route #2, Section #8, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #1

Beginning at a point of curvature in the center line of State Highway, Route #2, Section #8, at Station 503 plus 77.88, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 2-Section 8, Property to be acquired from Charles B. Jessup, Cinnaminson Township, Burlington County, Scale 1" equals 50 ft. April 1925", and running;

Thence (1) South eighteen degrees, sixteen minutes, twenty seconds East (18° 16' 20"E), a distance of thirty-three (33) feet to a point in the proposed southerly right-of way line of said State Highway;

Thence (2) along said right-of-way line in a southwesterly direction, concentric with and distant thirty-three (33) feet radially from said proposed center line, along the arc of a curve to the left with a radius of 1113.28 feet, a distance of eighty-six and twenty-six one-hundredths (86.26) feet to an angle point;

Thence (3) still along said right-of-way line, South fifty-nine degrees, twelve minutes, forty-five seconds West (S 59°12'45"W), a distance of one hundred ninety-two and forty-one one-hundredths (192.41) feet to an angle point.

Thence (4) along said right-of-way line, South fifty-two degrees, fifty-seven minutes, thirty-one seconds West (S52°57'31"W), a distance of forty-four and thirteen one-hundredths (44.13) feet to an angle point;

Thence (5) South thirty-seven degrees, two minutes, twenty-nine seconds East (S37°02'29"E) a distance of ten (10) feet to an angle point;

Thence (6) along aforesaid right-of-way line, South fifty-two degrees, fifty-seven minutes, and thirty-one seconds West (S 52° 57'31"W), a distance of one hundred (100) feet to an angle point;

Thence (7) North thirty-seven degrees, two minutes, twenty-nine seconds West (N 37°02'29"W) a distance of ten (10) feet to an angle point;

Thence (8) still along said right-of-way line, South fifty-two degrees, fifty-seven minutes, thirty-one seconds West (S52° 57' 31"W), a distance of one hundred twenty-eight (128) feet to a point in the existing southerly right-of-way line of said State Highway;

Thence (9) North forty-six degrees, twenty-eight minutes, twenty seconds West (N 46°28'20"W) a distance of thirty-three (33) feet to a point in the center line of said State Highway at Station P.T. 509 plus 41.88;

Thence (10) along the existing center line of said State Highway , North forty-three degrees, thirty-one minutes, forty seconds East (N43°31'40"E) a distance of two hundred eighty-seven and ninety-four one-hundredths (287.94) feet to an angle point;

Thence (11) still along said center line, North seventy-one degrees, forty-three minutes, forty seconds East (N 71°43'40"E) a distance of two hundred eighty-seven and ninety-four one hundredths (287.94) feet to the point and place of beginning;

CONTAINING two hundred seventy-six one-thousandths (0.276) of an acre, be the same more or less, exclusive of existing roadway, as shown on said plan hereto attached;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the existing center line and the proposed right-of-way lines, of said State Highway, extending from the easterly property line of lands of grantor to the westerly property line of lands of grantor, said right-of-way lines being not less than thirty-three (33) feet each side of the proposed center line, excepting as specifically shown on aforesaid map hereto attached.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $219.20 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Connecting Road,
Section #3, Camden

State Highway Engineer Sloan presented a report with appraisals on the property of Earl Albertson for Parcels #65 and #69 on Section #3 of the Connecting Road at Camden, and requested authority to make an offer of $222.17 for the property and in the event of its being refused that the property be acquired by condemnation. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $222.17 being made to Earl Albertson for Parcels #65 and #69 on Section #3 of the Connecting Road at Camden, and in the event of its being refused that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway, Connecting Road, Section #3, Camden, ALL that certain Lot, tract or parcel of land and premises, situate lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #65

BEGINNING at the intersection of the northerly right of way line of the proposed Connecting Road and the northerly line of Front St., said place of beginning being distant one hundred thirty-four and sixty-two hundredths (134.62) feet easterly from the northeast corner of Front St. and Highland Ave. and running;

Thence (1) along said northerly right of way line concentric with and forty (40) feet distant radially from the proposed center line of said highway, curving to the right with a radius of three hundred forty (340) feet a distance of nineteen and eighty-four hundredths (19.84) feet measured along the arc of the curve with a chord bearing north fifty-eight degrees thirty minutes fifty-eight seconds east (N 58° - 30' - 58"E) nineteen and eighty-four hundredths (19.84) feet to the dividing line between lands of grantor and Joseph Cramer;

Thence (2) along said dividing line south thirty-three degrees twenty seconds west (S 33° - 00'20"W) sixteen and two hundredths (16.02 feet) feet to the northerly line of Front Street;

Thence (3) along said northerly line of Front St. north sixty-nine degrees twenty-four minutes and seven seconds west (N 69° 24' 07"W) eight and seventy-three (8.73) feet to the place of beginning;

CONTAINING sixty-eight (68) square feet be the same more or less;

INTENDING TO ACQUIRE that part of lot number twenty-five (25) block H on the plan of the First Addition to Highland recorded in the office of the Register of Deeds of Camden County, that lies within the right of way lines of the proposed Connecting Road;

TOGETHER WITH THE RIGHT TO FORM AND MAINTAIN SLOPES OVER adjacent lands of grantor; said right of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

Parcel #69

Beginning at the intersection of the northerly right of way line of the proposed Connecting Road and the easterly line of Chandlers Ave., said intersection being fifty-one and thirty-seven hundredths (51.37) feet southerly from the south east corner of said Chandlers Ave. and Union Street and running;

Thence (1) along said northerly right of way line parallel with and forty (40) feet distant from the proposed center line of said highway, north sixty degrees fifty-two minutes fifty seconds east (N 60° 52' - 50"E) fifty-eight and eleven hundredths (58.11) feet to the southerly line of Union Street;

Thence (2) along said southerly line of Union St. south fifty-six degrees, fifty-nine minutes, forty seconds east (S 56° 59' 40"E) ninety and five tenths (90.5) feet to the southerly right of way line of said highway;

Thence (3) along said southerly right of way line parallel with and forty (40) feet distant from the said proposed center line south sixty degrees fifty-two minutes fifty seconds west (S 60° 52'50"W) one hundred two and twenty-two hundredths (102.22) feet to the northerly line of Front Street;

Thence (4) along said northerly line of Front St. south eighty-six degrees, one minute eighteen seconds west (S 86° 01'-18"W) eighty-seven and forty-seven hundredths (87.47) feet to its intersection with the easterly line of Chandlers Avenue;

Thence (5) along said easterly line of Chandlers Ave., north thirty-three degrees twenty seconds east (N 33 - 00' 20"E) ninety-one and sixty-three hundredths (91.63) feet to the place of beginning;

CONTAINING ninety-six hundred fifteen (9615) square feet be the same more or less;

INTENDING TO ACQUIRE that part of lots one (1) to Six (6) inclusive block G on the plan of first addition to Highland recorded in the office of Register of Deeds of Camden County, that lies between the right of way lines of the proposed Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such lands providing such use does not interfere with the said slopes or endanger said highway;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $222.17 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #4

State Highway Engineer Sloan presented to the Commission a report and descriptions on property occupied by Hannah Schamp with ownership in the name of the United New Jersey Railway and Canal Company,known as Parcel #36 and also property known as Parcel #35 in the name of Richard Champ, and he recommended that an offer of $1.00 be made to the United New Jersey Railway and Canal Company for property known as Parcel #36 and occupied by Hannah H. Schamp, and that an offer of $550.00 be made for Parcel #35 to Richard Champ, et als, and in the event of refusal by these parties, that condemnation proceedings be entered into. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that an offer of $1.00 be made to the United New Jersey Railway and Canal Company for Parcel #36 on Route #4, Section #33, and an offer of $550.00 be made to Richard Champ for Parcel #35, and in the event of refusal by these parties that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway, Route #4, Right of way, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey and more particularly described as follows:

Parcel #36

Beginning at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of Richard Champ on the South, with the proposed westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 265 plus 29.44, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Sec. 32, Perth Amboy-Rahway, Property to be acquired from the United New Jersey Railroad and Canal Co., Woodbridge Township, Middlesex County, Scale: 1" equals 40', November, 1924"; and running;

Thence (1) along said proposed westerly right-of-way line in a northerly direction, concentric with and thirty-three (33) feet distant radially from said proposed center line, along the arc of a curve to the left with a radius of 922.37 feet, a distance of two hundred eighty-five and forty-eight one-hundredths (285.48) feet to a point of tangency at Station 268 plus 20.00 on said plan hereto attached;

Thence (2) still along said proposed westerly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, North seven degrees, eight minutes and thirty seconds West (N7° 08'-30"W) a distance of one hundred thirty-seven and four one-hundredths (137.04) feet to a point of curvature at station 269 plus 57.04 on said plan hereto attached;

Thence (3) still along said proposed westerly right-of-way line, in a northerly direction, concentric with and thirty-three (33) feet distant radially from said proposed center line, along the arc of a curve to the right with a radius of (988.37) feet, a distance of two hundred forty and ninety-three one-hundredths (240.93) feet to a point in the existing westerly side line of St. George's Road, said point being distant thirty-three (33) feet normally from said proposed center line at Station 271 plus 89.82, as shown on said plan hereto attached;

Thence (4) along said existing westerly side line of St. George's Road, South four degrees, sixteen minutes and thirty seconds East (S 4° 16' 30"E) a distance of five hundred ninety-eight and eighty-three one-hundredths (598.83) feet to an angle point;

Thence (5) still along said existing westerly side line of St. George's Road, South six degrees, twenty-six minutes and thirty seconds West (S 6° 26' 30"W), a distance of sixty-four and two tenths (64.20) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of Richard Champ on the South;

Thence (6) along said dividing line, North eighty-nine degrees, eight minutes and thirty seconds West (N 89°08'30"W) a distance of twenty-eight and three tenths (28.30) feet to the point and place of beginning;

CONTAINING two hundred twenty-seven one-thousandths (0.227) of an acre, be the same more or less;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that is bounded easterly by St. George's Road, southerly by lands now or formerly of Richard Champ, and westerly and northwesterly by the proposed westerly right of way line of said State Highway, as shown on said plan hereto attached.

July 28, 1925.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $550.00 (Richard Champ, Parcel #35) and $1.00 (United New Jersey Railway and Canal Company, Parcel #36) to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route #20, Millville
Taking over State Highways

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolutions taking over two sections of State Highway Route #20 in the City of Millville:

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission, may, by resolution, take over as a state Highway any Routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways, and

NOW, THEREFORE, BE IT RESOLVED that the following described road be and the same is hereby taken over as part of State Highway Route #20 according to the statute in such cases made and provided; viz.,

Beginning at a point in the center line Second St., Millville, at the northerly boundary line of the City of Millville, and running thence (1) southerly through Second Street a distance of thirty-three hundred ninety-six (3396) feet more or less to the intersection of Sharp Street and Second Street; thence (2) southwesterly through Sharp St., a distance of eight hundred sixty (860) feet more or less to the intersection of Sharp Street and High Street; thence (3) southerly through High Street a distance of fifty-five hundred twenty-three (5523) feet more or less to intersection of High Street and Depot Street.

RESOLVED FURTHER, that the proper authorities of the County of Cumberland be notified by the Secretary of this Commission of such action, and that from and after the date hereof the said road will constitute a part of State Highway Route #20 and that this Commission will be responsible for the improvement and maintenance of the road described above, and

BE IT FURTHER RESOLVED that the County of Cumberland be requested to file with the State Highway Department within thirty (30) days of the date hereof, any agreements, or copies of franchises they may have with any public Utilities, or any other company, firm, individual or corporation effecting the construction,maintenance or use of the above described road.

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway any route or part thereof, of those highways designated by the Act to be taken over as State Highways,

NOW, THEREFORE, BE IT RESOLVED that the following described streets be and the same are hereby taken over as a part of State Highway Route #20 according to the statute in such cases made and provided; viz.,

Beginning at a point in the center line of Second Street, Millville, at the northerly boundary line of the City of Millville, and running thence (1) southerly along Second St., a distance of thirty-three hundred ninety-six (3396) feet more or less to the intersection of Sharp Street and Second Street; thence (2) southwesterly through Sharp Street a distance of eight hundred sixty (860) feet more or less to the intersection of Sharp and High Streets; thence (3) southerly through High Street a distance of eighty-one hundred thirty (8130) feet more or less to the northerly line of Main Street, there connecting with State Highway Route #15.

RESOLVED FURTHER, that the proper authorities of the City of Millville be notified by the Secretary of this Commission of such action and that from and after the date hereof the said road will constitute a part of State Highway Route #20 and that this Commission will be responsible for the improvement and maintenance of the road described above.

BE IT FURTHER RESOLVED, that the City of Millville be requested to file with the State Highway Commission within thirty (30) days hereof, any agreements, or copies of franchises they may have with any public Utilities, or any other company, firm, individual or corporation effecting the construction, maintenance or use of the above described road.

Detours, Route #20

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the adoption of the following official detour during the construction of Route #20, Section #3, through Westville, New Jersey:

Beginning at the intersection of Route #20, and #6 in Westville, and runs thence (1) southwesterly over Route #6 through Woodbury to Mantua; thence (2) southeasterly over Mantua-Glassboro Road to Route #20 in Glassboro."

Reimbursement.Monmouth County

There was presented to the Commission the claim of the County of Monmouth for reimbursement on account of detours established by the County during the construction of reimbursement work in the County. This claim was for $1,400.00 and the Secretary informed the Commission that there was no record in the Department office to substantiate the claim and therefore it cannot be passed for payment. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that a communication be forwarded to the County of Monmouth advising that the Commission will give consideration to the claim for detour repair if they can furnish this Department with any documents which might show authorization to the County for this work.

Route #9, Trolley Tracks, Roselle Park

The State Highway Engineer presented to the Commission a resolution from the Borough of Roselle, urging the improvement of the trolley crossings at Locust and Walnut Streets on Route #9, through Roselle Park. He recommended to the Commission that this work be reconstructed upon the terms by which the trolley company will pay 50% of the cost, all work being of reclipped granite block pavement on concrete base, at a total estimated cost of $2,180.00, and that the balance of the work be shared equally by the Borough of Roselle Park and the State Highway Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the recommendation of the State Highway Engineer was approved.

Route #5, Trolley Tracks

In connection with trolley track work, Commissioner Kidde directed that the Secretary write to the Chairman of the Special Committee giving consideration of the Morris County Traction Company matters on Route #5, inquiring as to when another meeting of the Special Committee will be held.

Maintenance Materials-
State Highway

State Highway Engineer Sloan presented to the Commission a report from the Maintenance Superintendent upon the delay in the delivery of stone by the Birdsboro Crushed Stone Company, and he recommended that the State Highway Commission formally notify this Company to proceed with the delivery of the material according to the terms of the specifications as provided under a clause entitled "Abandonment of Contract." On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that a notification be forwarded to the Birdsboro Crushed Stone Company in accordance with his recommendation.

Route 4, Toms River, Section 26

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the remitting of penalties now in effect against the Department of Institutions and Agencies on account of overtime on the completion of their work on Route 4 South of Toms River.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

8-1-25	Wm. B. Haney,	Sr. Cl. Stenog.	$115.00 mo.
7-15-25	Jas. E. Sparks,	Rollerman	150.00 "
7-21-25	Thos. A. Mackenzie,	Jr. Inspector	125.00 "
7-22-25	Edgar W. Thomas,	Asst. Test. Chem.	135.00 "
7-13-25	John E. Armstrong,	Asst. Civ. Eng.	150.00 "
7-15-25	Frederick Kruys,	Structural Des.	250.00 "
7-27-25	J. A. Jones,	Maintenance Insp.	125.00 "
7-8-25	Leslie Munyan,	Motor Truck Driver	.45 hr.
7-1-25	James E. H. Proud,	" " "	.45 "
7-14-25	Wm. H. Mawson,	" " "	.45 "
7-16-25	Chas. E. Houck,	" " "	.45 "
7-16-25	F. E. Fowler, Jr.	" " "	.45 "
6-19-25	Chas. H. Dilks,	" " "	.45 "
6-26-25	Arthur Vieweger,	" " "	.45 "
6-19-25	Alfred D. Beckett,	" " "	.45 "
7-1-25	J. Millard Beal,	" " "	.45 "
7-22-25	John J. Wain,	Mechanic	.60 "

Increases

7-16-25	Fred Brooks,	Garage Assistant	$.55 to $.60 hr.
7-16-25	Harry Baker,	Mechanic	.70 to .75 "
7-16-25	F. F. Palmer,	"	.70 to .75 "

Title & Salary Change

7-1-25	Morris Balbresky,	Chainman	$60	to	Draftsman	$80 mo.
7-15-25	W. L. Braybrooke,	Asst. Civ. Eng.	180."		Res. Eng.	220."
7-15-25	Edward Disbrow,	" " "	190."		" "	220."
7-15-25	E. H. Wright,	" " "	190."		" "	220."
7-15-25	E. J. Davison,	" " "	210."		" "	240."
7-15-25	T. P. Vail,	" " "	205."		" "	240."
7-15-25	Jas. W. Hiller,	" " "	210."		" "	240."

Discontinued Employments

7-15-25	Frank Salvatore,	Office Boy,	Resigned
7-15-25	W. L. Lewis,	Steam Shovel Oper.	"
7-15-25	C. N. VanLeer,	Junior Engineer	"
7-21-25	John Hinkle,	Rollerman	Laid Off
7-24-25	Jas. B. Izon,	Junior Inspector	Resigned
7-31-25	R. R. Pope,	Res. Engineer	"
7-31-25	S. J. Sadowski,	Draftsman	"
7-31-25	Morris Stoll,	Struct. Draftsman	"

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Federal Aid-
Route 9, Section 16.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved Federal Aid Project Agreement No. 64-D on Route 9, Section 16, Bloomsbury Cut-off.

Matawan-Freneau Road,
M.V. Aid, Monmouth County.

State Highway Engineer Sloan recommended the acceptance and final payment on the Matawan-Freneau Road, Monmouth County. Motor Vehicle Aid work, Commissioner Jelin having inspected this work and recommended its approval. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance and final payment on this road.

Old Bridge-Matawan Road,
M.V. Aid-Middlesex County.

The State Highway Engineer called the attention of the Commission to the fact that on the Old Bridge-Matawan Road, Section 2, Motor Vehicle Aid work in Middlesex County, that there had been discovered a deficiency in thickness of concrete and he was prepared to recommend the following action to be taken:- That payment in full be allowed the contractor for such concrete laid as reasonably complies with the specifications; that he be penalized in accordance with the standard scale of reduction for deficiency on 481 - 1/9 square yards of pavement between 7 - 1/2" and 7- 1/4" in thickness, and that on 245 - 5/9 square yards of pavement below 7 - 1/4" in thickness, that no payment be made. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the County authorities of Middlesex County be advised that the State Highway Commission will consider the acceptance of this work upon the conditions imposed in the recommendation of the State Highway Engineer; namely, that payment in full will be made for such concrete as reasonably complies with the specifications and that penalty will be imposed for concrete below 7 - 1/2" in thickness to 7 - 1/4" in an amount of 481 - 1/9 square yards, and payment will be withheld entirely for pavement under 7 - 1/4" in an amount of 245 - 5/9 square yards.

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Roseld Avenue, M.V. Aid-Monmouth Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance and final payment on Roseld Avenue, Monmouth County, Motor Vehicle Aid work, same having been inspected by Commissioner Jelin.

Township Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Hopewell Township, Mercer County, for the Pennington-Princeton Road.

Lambertville-Mercer County Line,
M. V. Aid-Hunterdon County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contract by Hunterdon County on the Lambertville-Mercer County Line Road, Motor Vehicle Aid-Hunterdon County.

Township Aid-Mercer County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the award of contract on Prospect Street and Ridge Avenue, by Lakewood Township, Ocean County.

East & West Passaic Avenues,
M. V. Aid-Essex County.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for East and West Passaic Avenues, Essex County, Motor Vehicle Aid work.

Township Aid-Essex County.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications for Gould Avenue, Greenbrook Road, Glen View Road, Ferndale Road, North Caldwell Borough, Essex County, Township Aid.

Rejection of Plans-Cape May County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission rejected plans and specifications on a section of Glenwood Avenue, Wildwood, Cape May County, in order that the County may proceed with the work from its own funds.

Township Aid-Hunterdon Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved plans and specifications for the Rosemont-Kingswood, Township Line Road, Delaware Township, Hunterdon County-Township Aid.

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Township Aid-Warren County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved a revision of price agreement as previously approved for the Delaware-Warrington Road, Knowlton Township, Warren County, Township Aid, to include a price for tractor operator.

Township Aid-Cumberland County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved a final payment on Canton and Othello Road, Stoe Creek Township, Cumberland County, Township Aid.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adjourned its meeting at 4:30 P.M. to meet again in regular session on Tuesday, August 4th at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - August 4, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, August 4, 1925. The meeting was called to order at 10:30 A.M., by Acting Chairman Jelin.

Present: Acting Chairman Jelin, Messrs. Percy H. Stewart and Walter Kidde.

Absent: Gen. H. L. Scott, on trip to the West.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meetings of June 9th, 15th and 23rd and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Detour, Route #4, Metuchen

The Secretary advised that a delegation from the Borough of Metuchen was present to confer on the matter of traffic control on detour for Route #4 through Metuchen. On motion, duly seconded, a conference was granted. Mr. Willmott of the Street Committee of Metuchen and the Chief of Police appeared before the Commission and advised that the traffic through Metuchen has become so congested that it is absolutely necessary to have police supervision and the Town has not the funds to expend for such policing. He advised that the most serious time was over Saturday and Sunday week ends.

State Highway Engineer Sloan suggested that the municipality make request of the State Police for aid in policing since State Police will not go to a municipality unless it is agreeable to the municipality for them to do so.

Mr. Willmott advised that the municipality will be glad to have any assistance that the State Police can give to Metuchen in directing traffic during the rush periods.

Commissioner Jelin advised that he would intercede in an effort to obtain two State Police to be assigned at Metuchen to aid in relieving the traffic congestion on Saturdays and Sundays.

Mr. Wilmott advised that there are local streets which could be used for relief if the State would place the same in proper condition after the detour was removed.

State Highway Engineer Sloan advised that this matter would be investigated and if the local streets were established as official detours then the State would be responsible for their maintenance until the detour was removed. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that an investigation be made of the detour situation in Metuchen with a view toward relieving traffic by the use of local streets if same can be accomplished.

State Highway Route #17, S
Taking Over

The Secretary informed the Commission that in accordance with a hearing granted to Senator Borton of Salem County and Assemblyman Stratton of Gloucester County, these gentlemen were present with a delegation of interested citizens concerning the taking over of the Crown Point Road, designated by the Legislature as Route #17. On motion, duly seconded, a hearing was granted. The Secretary first read a letter from Captain J. E. Brown of the Delaware Ordinance Depot of Pedricktown, requesting favorable consideration for this improvement. Assemblyman Stratton acted as spokesman for the delegation and advised that the delegation was present to inform the Commission of reasons why the Counties of South Jersey were ~~not~~ interested in the taking over of Route #17 between Westville and Pennsgrove. He called upon Mr. William C. Cattell, County Engineer, of Gloucester County, who advised that the mileage of this highway in Gloucester County is 16.87 miles, of which there is 8.47 miles in modern pavement and about 5½ miles of macadam, leaving only 2.65 miles in Gloucester County which is Township road and cinders. He advised that the County authorities were very much interested in having this road taken over for maintenance by the State and would appreciate it if this could be done as soon as funds were available. He stressed the point that there is no highway along the river front at the present time under State control and that this would give an outlet to the ferries at present existing and in contemplation.

Mr. Howard B. Keasby, County Engineer of Salem County, was next called on and explained that this road was another spoke in the wheel radiating from Camden through South Jersey and furnished a very important outlet to markets along the Delaware and also to the various manufacturing plants including the DuPont works at Pennsgrove. He also called attention to the fact that this highway formed part of the Delaware River Drive as laid out by the Legislature some years ago.

Mr. Thomas McManus representing the DuPont Company of Pennsgrove spoke next and advised of the large number of trucks passing in and out of his plant which use this road.

Remarks were also made by Frank Pote representing the I. P. Thomas Sons Company and as Freeholder for Paulsboro, Assemblyman Robinson of Salem County, Freeholder Martin of West Deptford Township, William Drogmiller,Freeholder of Greenwich Township, Charles Lampson, Chairman of the Greenwich Township Committee, Mr. Alvin Gaventa, President of the Gloucester County Board of Agriculture, Mr. J. J. Vanneman, Mayor of Paulsboro, Mr. Winfield Parks of West Deptford Township and Mr. George Gaventa, Director of the Salem County Board of Freeholders. In concluding the meeting which lasted one hour, both Senator Borton and Assemblyman Stratton urged upon the Commission the consideration of this Highway as a relief to the agricultural district in this section and to the growing traffic in the Camden district.

Commissioner Kidde called attention to the fact that from the information he had learned, there appeared to be only a little over two miles in the entire line which is not in condition for travel, and he suggested that the local authorities together with the County bring the State some proposition whereby this short section could be improved and thus open up this highway to the traffic, in view of the fact that the funds of the Commission at the present time will not permit of taking over this highway.

Acting Chairman Jelin informed the delegation that the funds of the State Highway Commission would not permit at the present time of taking over any further highways but that this matter would be given consideration at the proper time.

Assemblyman Stratton thanked the Commission for the opportunity to appear.

Route #10, Section #1C,
Fort Lee

The Secretary informed the Commission that representatives of the Board of Education of the Borough of Fort Lee were present concerning right of way on Route #10, Section #1C, in the Borough. On motion, duly seconded, a hearing was granted. There appeared Mr. J. J. Abbott together with another representative. Mr. Abbott advised that they appeared as a Committee from the Board of Education of Fort Lee to inquire as to a settlement for their Claim for the taking of property from the school frontage in the construction of Route #10, Sec. #1C, without making compensation to the Board of Education. State Highway Engineer Sloan informed the Commission that the situation in this case was that the original line of the State Highway was laid out over Route #10 on what is known as Bluff Road. However, the former Commission, following several hearings, had changed the line of Route #10 so that it would pass through the Borough of Fort Lee and assurances had been given by the authorities of the community and the County that any right of way which was under the jurisdiction of the local authorities, would be given to the State for a nominal consideration as an inducement toward having the line changed. Mr. Abbott advised that the Board of Education has at no time been included in this arrangement, since the members of the Board are elected by the local people and are not controlled by the authorities of Fort Lee, and they did not feel that they should be included in any arrangements made, to which they were not a party. He advised that the claims of the Board of Education were for $2,000.00 to cover the property taken and stated that this was a proportionate share of the improvements made upon the ground by his board.

Construction Engineer Bedwell was present and advised that as far as his recollection was concerned, this property was to be given free of cost by the local authorities and there was no claim upon the State by the Board of Education although there was nothing in writing to bear out this contention.

The Secretary read to the Commission a letter forwarded to the Board of Education of Fort Lee on June 17th, in which communication it was advised that the State Highway Commission cannot see its way clear to pay more than a nominal consideration. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Board of Education of Fort Lee be advised that the State Highway Commission entertains the same views as expressed in a letter forwarded by the Secretary on June 17, 1925, namely; that "In view of the fact that the alignment of this road was changed at the urgent solicitation of the authorities and citizens of Fort Lee and with the assurances that the right of way taken would not cost more than a nominal consideration, the Commission feels that it is not justified in paying the amount of $2,000.00 as asked by the Board".

Permits - Memorials

The Secretary presented a communication from Mr. George B. Mackay of Hackensack, New Jersey, requesting permission on behalf of the Borough of Fort Lee for the erection of a Soldiers and Sailors monument on a triangular piece of property situated on State Highway Route #10 at the intersection of Palisade Avenue and Bluff Road, where it will be an imposing sight as one comes from the Edgewater Ferry. Commissioner Stewart moved that the Borough of Fort Lee be given permission to erect a monument as set forth in a letter of July 30th at the intersection of Palisade Avenue and Bluff Road, with the distinct understanding that if, at any time in the opinion of the Highway Commission, it is desirable to remove the said monument, the same will be removed by the Borough without expense to the State. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #1
Hackensack Bridge

The Secretary advised that Hon Mark Sullivan, Special Counsel on Jersey City right of way and the Bowen property was present for a conference with the Commission. On motion, duly seconded, a conference was granted. Judge Sullivan informed the Commission that he had been negotiating further with the property owners of the Bowen tract on Route #1 at the Hackensack River Temporary Bridge and they had refused the offer of the State of $6,000.00 per annum for rental and have made a counter demand for $7,500.00 in addition to the costs in condemnation proceedings. On motion by Mr. Stewart, seconded by Mr. Kidde, further consideration on this matter was held in abeyance for a conference with the Attorney General.

Right of Way, Rt. 1 Extension

Judge Sullivan presented to the Commission a letter from Attorney Mark Townsend for the Everett Cox lease and property located on the line of Route #1 Extension in Jersey City, in which communication he advised that the Cox people were very anxious to proceed with their improvement contemplated and suggested a plan whereby the State would abandon its proposal to build a street on the North side of the right of way to take the place of Underwood Place and would not interfere with their operations. They advised that they could secure a release from the Erie Railroad and City authorities of Jersey City relative to the obligations now before the State Highway Commission covering this street improvement, otherwise it would be necessary to change the character of their building and there would be involved damages to an amount of $100,000.00, due to the fact that the steel work for the new building has been entirely fabricated in the factory. After discussion on this matter Commissioner Kidde moved that the matter be referred to Judge Sullivan with the advice that from the view point of the State Highway Commission as to the depressed roadway, there is no objection to their covering the entire plot with a building, provided the City of Jersey City and the Erie Railroad will release the State Highway Commission from its obligations to maintain the Street Underwood Place and further that a communication be forwarded to Acting Mayor Moore of Jersey City advising of the facts in this case and thereby placing the City of Jersey City on notice when the upper section of Route #1 Extension is built it will involve considerable additional expense to complete the improvement at this point. This was seconded by Mr. Stewart and adopted.

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Right of Way, Rt. 1 Extension

Judge Sullivan called the attention of the Commission to the fact that he had been negotiating with the Attorney for the property of Kenneth Appolant on which the Commission had made an offer of $29,000.00 or condemnation as against the original demand of $35,000.00. He advised that the owner of this property was ready to reach some settlement if this price could be increased and he recommended that $30,000.00 be offered. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that in view of the information of Judge Sullivan, the original offer of $29,000.00 to Kenneth Appolant be changed and that an offer of $30,000.00 be made with the understanding that if the same is refused that the condemnation proceedings are to continue as at present under way.

Assistant Construction Engineer Lavis was present at this time and advised that Leopold A. Bittighofer, owner of Parcel #22 on Route #1 Extension, had accepted an offer of $14,000.00 as made by the Commission and he would recommend that condemnation proceedings be discontinued. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the payment of $14,000.00 to L. A. Bittighofer for Parcel #22 on Route #1 Extension and directed that condemnation proceedings now under way be discontinued.

Assistant Construction Engineer Lavis informed the Commission that Frank McDonald, owner of Parcel #32 on Route #1 Extension, had accepted the offer of $13,500.00, and he would recommend that the same be approved by the Commission. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #32 on Route #1 Extension, from Frank McDonald for the consideration of $13,500.00.

State Highway Engineer Sloan advised that he had received reports from Mr. Lavis concerning offers made for property on Route #1 Extension and he would recommend that M. Zeho and A. DeMarco, owners of Parcel #5, be offered $22,000.00 and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $22,000.00 to M. Zeho and A. DeMarco for Parcel #5 on Route #1 Extension and directed that on failure to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the southeasterly side line of Concord Street said point being distant twenty-two and fifty-five one-hundredths (22.55) feet in a northeasterly direction along the southeasterly side line of Concord Street from the intersection formed by the northeasterly side line of Hoboken Avenue and the southeasterly side line of Concord Street as shown on plan hereto attached entitled "New Jersey State Highway Department, Route #1 Extension, property to be acquired from Margaret Zeho and Antoinette De Marco, City of Jersey City, Hudson County, Scale 1" equals 20', June 1925;" Thence (1) in a southeasterly direction and normal to the aforesaid southeasterly side line of Concord Street a distance of eight and five-tenths (8.5) feet more or less to its intersection with the proposed northeasterly right of way line of State Highway Route #1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie R. R. passenger tracks; Thence (2) along the aforesaid proposed right of way line of State Highway Route #1 Extension in a southeasterly direction through the lands of grantor and for a distance of ninety-four and five-tenths (94.5) feet more or less to the dividing line between the lands of the grantor herein on the west and lands now or formerly of Nicolas Micucci on the east: Thence (3) southwesterly along the above mentioned dividing line between lands of grantor herein on the west and lands now or formerly of Nicolas Micucci on the east a distance of eleven (11) feet more or less to the northeasterly side line of Hoboken Avenue; Thence (4) in a northwesterly direction along the northeasterly side line of Hoboken Ave. a distance of one hundred and sixty one-hundredths (100.60) feet to the southeasterly side line of Concord Street; Thence (5) in a northeasterly direction along the southeasterly side line of Concord Street for a distance of twenty-two and fifty-five one hundredths (22.55) feet to the point and place of beginning: Containing one thousand, seven hundred seventy-one (1771) square feet be the same more or less as shown on said plan;

Intending to convey all that land now owned or controlled by the party of the first part that lies between the lands now or formerly of Nicolas Micucci on the east and southeasterly side line of Concord Street on the west and extending from the northeasterly side line of Hoboken Avenue on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north;

Being part of plot 64 Block 552 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $12,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan recommended that an offer of $12,500.00 be made to Joseph Kugel for Parcel #8 on Route #1 Extension and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $12,500.00 to Joseph Kugel for Parcel #8 on Route #1 Extension and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the northeasterly side line of Hoboken Avenue, said point being distant forty-eight feet and forty-five one-hundredths of a foot (48.45), in a northwesterly direction from the intersection formed by the northwesterly side line of Concord Street with the northeasterly side line of Hoboken Avenue as shown on a plan hereto attached marked "Exhibit A", entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Joseph Kugel, City of Jersey City, Hudson County, June, 1925" and running; thence (1) along the northeasterly side line of Hoboken Avenue in a northwesterly direction, a distance of twenty-three feet and seven one-hundredths of a foot (23.07), to the dividing line between lands of Joseph Kugel on the east and lands now or formerly of Maria and Alfred Philips on the west; thence (2) along said dividing line, in a northeasterly direction, a distance of forty-one (41) feet, more or less, to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension, parallel to and distant two hundred and eight feet and seventy-five one-hundredths of a foot (208.75), from the existing monumented center line of the Erie R. R. passenger tracks; Thence (3) along said proposed northeasterly right-of-way line of State Highway Route #1 Extension, in a southeasterly direction, a distance of twenty-three feet and five-tenths of a foot (23.5) more or less, to the dividing line between lands of Joseph Kugel on the west and land now or formerly of Karl Pfetsch and wife on the east, thence (4) along said dividing line, in a southwesterly direction, a distance of thirty-eight (38) feet, more or less, to the point and place of beginning; Containing nine hundred and thirty-one (931) square feet, more or less, as shown on said plan;

Intending to acquire all lands lying between the lands now or formerly of Karl Pfetsch and Wife on the east and lands now or formerly of Maria and Alfred Phillips on the west and from the northeasterly side line of Hoboken Avenue on the south to the proposed northeasterly right-of-way line of State Highway Route #1 Extension on the north, being part of lot B1, Block 557, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $12,500.00

to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan recommended that an offer of $2,500.00 be made to Israel Schachner for Parcel #20 on Route #1 Extension, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $2,500.00 to Israel Schachner for Parcel #20 on Route #1 Extension, and in the event of refusal to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the southwesterly corner of plot of land hereby intended to convey, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Israel Schachner, Jersey City, Hudson County, Scale 1" equals 20', June. 1925," this point also being the southwest corner of plot conveyed by Sarah Stadelman et al to Israel Schachner by deed dated December 6, 1919 and recorded in Liber 1345 page 25 etc., running;

Thence (1) in a northeasterly direction along a line parallel to and distant one hundred and four feet (104) feet from the northwesterly line of Baldwin Avenue a distance of eleven (11) feet more or less to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie R.R. passenger tracks; thence (2) in a southweasterly direction along the aforesaid proposed northeasterly right of way line of State Highway Route #1 Extension, a distance of forty-five (45) feet more or less to the dividing line between the lands of the grantor herein on the north and lands now or formerly of the West Side Construction Co. on the south; thence (3) in a northwesterly direction along the aforesaid dividing line between lands of grantor on the north and the West Side Construction Co. on the south, a distance forty-four (44) feet more or less to the point and place of beginning; Containing two hundred forty-two (242) square feet be the same more or less, as shown on said plan;

Intending to convey all that land now owned or controlled by the party of the first part that lies between the easterly line of land now or formerly of Leopold Albert Bittighofer on the west, extending to where the proposed northeasterly right of way line of State Highway Route #1 Extension intersects the southerly line of grantor's land, and from the northerly line of lands now or formerly of the West Side

Construction Co. on the south to the proposed northeasterly right of way line of State Highway Route #1 Extension on the north, as shown on said plan hereto attached;

Being part of plot 39B Block 561, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan recommended that an offer of $4,300.00 be made to Francis F. Kruse for Parcel #23 on Route #1 Extension and in the event of its being refused that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $4,300.00 to Francis F. Kruse for Parcel #23 on Route #1 Extension and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the northeasterly side line of Hoboken Avenue distant in a northwesterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue and the northwesterly side line of Baldwin Avenue one hundred fifty-seven and eleven one-hundredths (157.11) feet to the dividing line between the lands of the grantor herein on the east and lands now or formerly of the Schranz & Bieber Co., Inc., on the west as shown on a plan hereto attached entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Francis F. Kruse, City of Jersey City, Hudson County, Scale 1" equals 20', June 1925";

Thence (1) northeasterly along the aforesaid dividing line between the lands of the grantor herein on the east and lands now or formerly of the Schranz & Bieber Co. Inc. on the west, said line being parallel with the aforesaid line of Baldwin Avenue a distance of one hundred (100) feet more or less to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie R. R. passenger tracks; Thence (2) along the aforesaid proposed northeasterly right-of-way line of State Highway Route #1 Extension in a southeasterly direction a distance of twenty-six (26) feet more or less to the dividing line between the lands of grantor herein on the west and lands now or formerly of Leopold Albert Bittighofer on the east; Thence (3) southwesterly along the aforesaid dividing line between the lands of grantor herein on the west and lands now or formerly of Leopold

Albert Bittighofer on the east said line being parallel with the aforesaid side line of Baldwin Avenue a distance of one hundred (100) feet more or less to the northeasterly line of Hoboken Avenue; Thence (4) along said northeasterly side line of Hoboken Avenue in a northwesterly direction a distance of twenty-five and seventh-three one-hundredths (25.73) feet to the point and place of beginning;

Containing two thousand five hundred (2,500) square feet be the same more or less as shown on said plan;

Intending to convey all that land now owned or controlled by the party of the first part that lies between the westerly line of lands now or formerly of Leopold Albert Bittighofer on the east and the easterly line of lands now or formerly of the Schranz & Bieber Co., Inc. on the west and from the northeasterly side line of Hoboken Avenue on the southwest extending to the proposed northeasterly right-of-way line of State Highway Route #1 Extension on the north as shown on said plan hereto attached; Being part of plot 6A Block 561 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $4,300.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan recommended that an offer of $30,000.00 be made to Francis F. Kruse for Parcel #25 on Route #1 Extension at Jersey City and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $30,000.00 to Francis F. Kruse for Parcel #25 on Route #1 Extension, at Jersey City, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point in the northeasterly side line of Hoboken Avenue distant in a southeasterly direction from the intersection formed by the northeasterly side line of Hoboken Avenue and the southeasterly side line of Oakland Avenue one hundred sixty-two and thirty-one one-hundredths (162.31) feet to the dividing line between the lands of the grantor herein on the east and lands now or formerly of Mayer Klusner on the west as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #1 Extension, Property to be acquired from Francis F. Kruse, City of Jersey City, Hudson County, Scale 1" equals 20', June, 1925";

Thence (1) northeasterly along the aforesaid dividing line and parallel with Baldwin Avenue, a distance of one hundred (100) feet more or less to a point in the proposed northeasterly right-of-way line of State Highway Route #1 Extension parallel to and distant two hundred eight and seventy-five one-hundredths (208.75) feet from the existing monumented center line of the Erie R. R. Passenger tracks; Thence (2) along the aforesaid northeasterly right-of-way line of State Highway Route #1 Extension in a southeasterly direction a distance of fifty-two and five-tenths (52.5) feet more or less to the dividing line between the lands of the grantor herein on the west and lands now or formerly of the Schranz and Bieber Co. on the east; Thence (3) southwesterly along the aforesaid dividing line between the lands of the grantor herein on the west and lands now or formerly of the Schranz & Bieber Co., Inc. on the east.said line being parallel with the aforesaid side line of Baldwin Avenue a distance of one hundred (100) feet more or less to the northeasterly side line of Hoboken Avenue; Thence (4) along said northeasterly side line of Hoboken Avenue in a northwesterly direction a distance of fifty-two and five-tenths (52.5) feet to the point and place of beginning;

Containing five thousand one hundred (5,100) sq. feet be the same more or less as shown on said plan;

Intending to convey all that land now owned or controlled by the party of the first part that lies between the westerly line of lands now or formerly of the Schranz & Bieber Co., Inc. on the east and the easterly line of lands now or formerly of Mayer Klusner on the west and from the northeasterly side line of Hoboken Avenue on the southwest and extending to the proposed northeasterly right-of-way line of State Highway Route #1 Extension as shown on said plan hereto attached;

Being part of plots 9A & 10A, Block 561 as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $30,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan recommended that an offer of $12,000.00 be made to William Lemaire and Wife for Parcel #31 on Route #1 Extension at Jersey City, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an offer of $12,000.00 be made to William Lemaire and Wife for Parcel #31 on Route #1 Extension at Jersey City, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #1 Extension, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

August 4, 1925.

Beginning at a point where the Southerly line of the land hereby intended to convey intersects with the proposed northeasterly right-of-way line of Route #1 Extension, parallel to and distant one hundred seventy-six (176) feet from the existing monumented center line of the Erie Railroad passenger tracks, aforesaid southerly line being the dividing line between lands of grantor on the North and lands now or formerly of Frank McDonald on the south, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route No. 1 Extension, Property to be acquired from William Lemaire and Wife, City of Jersey City, Hudson County, Scale 1" equals 20', June 1925" and running;

Thence (1) in a northwesterly direction, parallel to Fleet St. and along the aforesaid dividing line between lands of grantor on the North and lands now or formerly of Frank McDonald on the South, a distance of ninety-three (93) feet more or less to the dividing line between lands of grantor and lands now or formerly of Alex. Foote on the west. Thence (2) northeasterly and parallel to Oakland Avenue along the aforesaid dividing line between lands of grantor on the East and lands now or formerly of Alex Foote on the west, a distance of twenty-two (22) feet more or less to the above mentioned proposed northeasterly right-of-way line of Route #1 Extension, parallel to and distant one hundred seventy-six (176) feet from the existing monumented center line of the Erie Railroad passenger tracks. Thence (3) in a southeasterly direction along the proposed northeasterly right-of-way line of State Highway Route No. Extension and through grantor's land, a distance of ninety-five (95) feet more or less to the point and place of beginning,

Containing one thousand, twenty-three (1023) square feet, be the same more or less, as shown on said plan,

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the southeasterly line of lands now or formerly of Alex. Foote on the west and the intersection of grantor's southerly property line with the proposed northeasterly right-of-way line of State Highway Route #1 Extension on the East, and extending from the dividing line between the lands of grantor herein and lands now or formerly of Frank McDonald on the South to the proposed Northeasterly right-of-way line of State Highway Route #1 Extension on the North.

Being part of lot 35B, Block 566, as shown on the official assessment map of Jersey City.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $12,000.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #1 Extension

State Highway Engineer Sloan reported that an offer of $2,200.00 made to Flora Candiani for Parcel #10 on Route #1 Extension, had been accepted and he recommended purchase. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the purchase of Parcel #10, Route #1 Extension at Jersey City, from Flora Candiani for the consideration of $2,200.00.

Right of Way, Route #1 Extension

State Highway Engineer Sloan reported that an offer of $35,000 made to Mayer Klusner for Parcel #26 on Route #1 Extension had been accepted and he recommended the purchase and that condemnation proceedings be withdrawn. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #26 on Route #1 Extension, from Mayer Klusner for the consideration of $35,000.00 and that condemnation proceedings as instituted be dropped.

State Highway Engineer Sloan took this opportunity to bring up the matter of securing the vacation of property by lessees and tenants. He advised that he had received information to the effect that it would be necessary to give tenants three months notice for moving unless some other arrangements could be made. In this connection a cash payment was made tenants in Camden, which resulted in giving the property to the State forthwith. Judge Sullivan informed the Commission that this matter could be handled where property was required immediately, by making the tenants parties to condemnation and upon the filing of proceedings the Commission can enter upon the property. After further discussion Commissioner Stewart moved that in all condemnations involving lessees and tenants that the lessees and the tenants be made parties to the condemnation proceedings in the event they are unwilling to vacate the premises upon the demand of the Right of Way Department, and where negotiations can be arranged for the vacation of tenants upon the payment of a small amount, the State Highway Engineer be authorized to make such settlements subject to approval of Commissioner Jelin and the ratification of the Commission at a subsequent meeting. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission next recessed for lunch at 1:30 P.M., to meet in regular session again at 2:30 P.M. The meeting was reconvened at 2:30 P.M., with the same members present as at the morning session.

Entrance Road, Sec. 1 Camden

The Secretary advised that a hearing had been requested by Mr. A. V. Barrett, Secretary of the New Jersey Constructors Association, concerning the receipt of bids for Section 1 of the

Camden Extension. In this connection State Highway Engineer Sloan informed the Commission that he had received assurances from the City Commission of Camden that the widening of Penn and Linden Streets would be proceeded with in a reasonable time and that there was no intention not to comply with the terms of the contract as entered into between the City and the State. Commissioner Kidde advised that he had spoken by telephone with Commissioner Middleton of Camden and he had been assured that the work of widening Penn and Linden Streets in Camden would be proceeded with as soon as possible and completed before the end of two years.

On motion, duly seconded, a hearing was granted to Mr. Barrett at this time. Mr. Barrett appeared together with Mr. Canuso of the Acchione & Canuso Contracting Company of Philadelphia. There were also present representatives of the McLean Contracting Company, low bidders on the Camden Extension work, Section #1.

Mr. Barrett informed the Commission that he appeared to make a rather unique plea for the Acchione & Canuso Company in that by an act of misfortune this company was prevented from bringing a bid to the State Highway Commission at the proper time on the Camden Extension, and he outlined the difficulties encountered in a trip from Philadelphia to Trenton by automobile in bringing this bid to Trenton, which reached the office twelve minutes after the time set for the closing of the bids. He advised that the Company had not yet tampered with the bid and was ready to submit the same and he understood that the price bid was lower than that submitted by the lowest bidder.

Acting Chairman Jelin advised that the State Highway Commission must consider all contractors on a fair basis and it would be entirely possible for any contractor to make a claim concerning a bid after the low bids were read, and thereby it would involve the State Highway Commission to such an extent that the confidence of the contractors would be lost in State Highway work.

Mr. Canuso stated that he would be interested in bidding again if the Commission would readvertise the work. Commissioner Stewart called attention to the fact that there were written terms under which the bidding was held and the opportunity was given to all contractors to present their proposals at a definite time, and it would be entirely unfair to other contractors to admit any bids at a later time.

State Highway Engineer Sloan at this time presented the following bids received on August 3rd for the construction of Entrance Road, Section #1 Camden and the Federal Street Elevation and recommended that award of contract be made to the McLean Contracting Company, low bidder, at their bid of $520,348.63.

McLean Contracting Company	$	520.348.63
Fish-Rutherford, Inc.		520,389.07
Michael Staub & Kolyn Const. Co..........		525,514.41
Mazzola & Marino		542,331.62
McNichol Paving Co.		554,649.89

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Entrance Road, Section #1, Camden Extension, from Eleventh St. to the Cooper River and the elevation of Federal Street, to McLean Contracting Company, at their's the lowest bid received in the sum of $520,348.63, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

In connection with this award Acting Chairman Jelin informed the McLean Contracting Company representatives that the State Highway Commission has no personal interest in any way concerning the bond to be furnished on this work since he had received advice that several bonding companies were endeavoring to solicit the business on a statement that they could be of influence with the Commission.

Route #1 Extension, Jersey City

State Highway Engineer Sloan presented a memorandum from Construction Engineer Lavis advising that Mr. T. J. Wasser, Engineer for the Public Service Production Company, contractors on the first section of Route #1 Extension work in Jersey City, was arranging a celebration upon the commencement of his work and desired the Commission as his guests on Monday, August 10th at Jersey City. Commissioner Stewart moved that the memorandum be received and that advice be forwarded to Mr. Wasser that the Commission will be glad to arrange for such representation on August 10th as was convenient. This was seconded by Mr. Kidde and adopted.

Right of Way, Route #1 Extension

State Highway Engineer Slaon reported at this time that difficulty was being encountered in reaching a settlement with the Erie Railroad Company for the construction of the viaduct over their railroad yards, and he advised that the Engineer for the Erie Railroad Company had made request for longer spans in the viaduct and their requests have become unreasonable, so that he was prepared to recommend that unless an agreement is possible within a reasonable time, the Commission insist upon the arbitration clause in the contract for the settlement of this difficulty and that the Commission should stand upon its original scheme in such arbitration. Following a discussion of this matter, Commissioner Kidde moved that further negotiations be undertaken with the Erie Railroad Company for the viaduct location over their yards, and in the event an agreement cannot be reached on or before August 8th, the Commission does, on that date, authorize that a demand be made for arbitration under the terms of the contract entered into and the State Highway Engineer is authorized to act as representative of the State Highway Commission in these arbitration proceedings, and he is instructed to agree with the representative of the Erie Railroad Company upon a third suitable arbiter in order that the arbitration can be carried through and the work proceeded with. This was seconded by Mr. Stewart and adopted.

Route #5, Blackwell St., Dover

The Secretary presented a communication from the Morris County Board of Freeholders advising of their willingness to accept a section of Blackwell Street, Dover, on Route #5, as soon as the same has been abandoned by the State Highway Commission. Commissioner Kidde, therefore moved the adoption of the following resolution of abandonment of a section of State Highway Route #5 through Blackwell Street, Dover, and giving expression of intention to construct a new line for Route #5 at that point:

> WHEREAS, it is the purpose and intention of the State Highway Commission to establish a new

alignment for State Highway Route #5 through the Town of Dover, running approximately as follows:

From a point on the present State Highway Route 5 near the Pierson property, on right of way to be acquired, to an intersection with Mac Farland St., thence, on and along MacFarland Street to the intersection of MacFarland Street and Sussex Avenue; and

WHEREAS, the plans are now being prepared covering the definite location of the above mentioned realignment,

NOW THEREFORE, BE IT RESOLVED that the State Highway Commission does hereby abandon in accordance with the provisions of the statute thereunto appertaining that part of the present State Highway Route #5 in the Town of Dover on what is known as Blackwell Street from the Viaduct over the Lackawanna Railroad near the junction of Prospect Street and Blackwell Street, and running thence, in a general northeasterly direction to the White Bridge over the Rockaway River, a distance of approximately four thousand (4000) feet, and

BE IT FURTHER RESOLVED that a copy of this resolution be certified to the Board of Freeholders of the County of Morris, and to the Mayor and Board of Aldermen of the Town of Dover.

Grade Crossing, Route 10

The Secretary presented a communication from the Board of Freeholders of Bergen County, requesting the State Highway Commission to take steps for the abandonment of a grade crossing on Route #10 at Ridgefield Park, due to delays in traffic and dangers existing on this crossing. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication and resolution were ordered received and placed on file and a petition was directed to be forwarded to the Public Utility Commissioners for the elimination of the grade crossing over the Tracks of the West Shore Railroad and the New York, Susquehanna & Western Railroad at Ridgefield Park on Route 10.

Route #8, Mountain View

The Secretary presented a communication from N. A. K. Bugbee, State Comptroller, requesting the return to his Department of a check issued to the United Building and Construction Company for work performed on State Highway Route #8 at Mountain View, in order that the same disposal might be made of this check as of others to the company, namely, the execution of the Sheriff's writ upon the same. The Secretary advised that this matter had been before the Commission at the last meeting and involved a stop-notice from the bondsmen for this company, asking that all checks be forwarded to them. He also informed the Commission that the Comptroller's office had advised that they had verbal information from the Attorney General's office that a check can be recalled to that office at any time up to its delivery to the payee. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that an opinion be received in writing from the Attorney General in accordance with the statement of the Secretary and upon receipt of this, the check will be returned to the Comptroller.

Union Labor on State Highways

The Secretary presented a communication from Mr. T. M. Brandle, President of the New Jersey Building Trade Association, calling attention to the fact that non-union laborers are being employed by contractors on several State Highway jobs and suggesting a means whereby this could be eliminated by the inclusion of a special clause in the State Highway contracts. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission ordered the communication received and placed on file.

Right of Way, Flemington-Ringoes Road

The Secretary presented a communication from the Board of Freeholders of Hunterdon County, advising that settlement has been made with Benny Iurio for property on the Ringoes-Flemington Road, in an amount of $150.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of reimbursement to Hunterdon County in the amount of $150.00 for right of way purchased from Benny Iurio on the Ringoes-Flemington Road, as being constructed by the County of Hunterdon, with State aid.

Maps, State Highway

The Secretary presented a communication from Commissioner Burdette Lewis of the Department of Institutions & Agencies, suggesting that the State Highway map include the location of the various state institutions. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered referred to the State Highway Engineer for consideration and disposition.

Route #4, Bradley Beach

The Secretary presented a communication from the Board of Commissioners of Bradley Beach calling attention to the fact that Route #4, Main Street through Bradley Beach is "fast deteriorating" and requesting that an amount be included in the budget, now being prepared, for resurfacing this section. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that this communication be referred to the Maintenance Department for investigation and report.

Rights of Way, Routes #2 and #7

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the payment of the following invoices for appraisals and testimony on State Highway Rights of Way:

W. M. Dickinson Company, Route #2, Patrick Martin Estate and Heiser property	$150.00
Charles V. DuBois, property on Route #7, Sec. #5,	$25.00
Samuel A. Lockwood, property on Route #7, Sec. #5,	20.00

Hackensack and Passaic River Bridges

Commissioner Kidde at this time reported that in company with the State Highway Engineer and with Assistant Construction Engineer Lavis, he had interviewed Col. Deakyne of the War Department, at New York, in order to more fully develop the plans for bridges over the Hackensack and Passaic Rivers on Route #1 Extension. He informed the Commission that Col. Deakyne was interested in determining how the number of bridges across the rivers could be minimized and made several suggestions regarding crossings over the rivers and asked that the conference be continued in two or three weeks when these suggestions have been digested more fully.

Accidents, Keyport

The Secretary presented a communication from the Borough Clerk of Keyport advising of an accident occuring at the intersection of Maple Place and Broad Street and calling attention to a letter forwarded by its Attorney at the time the Commission refused the Borough permission to install a signal at this point, and which stated that in the event of accidents the State Highway Commission would be held responsible for the same.

Commissioner Stewart moved that this communication be acknowledged and that they be advised that at the time the matter of their signal was presented by the Borough, the State Highway Commission presented a very simple solution of the danger existing at the intersection of Maple Place and Broad Street which would render that section reasonably safe from accidents in the future in which plan the borough refused to cooperate, and for that reason the State Highway Commission cannot accept any responsibility for accidents at this particular place and, in addition, the Commission is, at the present time, working on plans for better alignment through the Borough of Keyport. This was seconded by Mr. Kidde and adopted.

Route #9, Whitehouse-Lebanon

State Highway Engineer Sloan directed the attention of the Commission to the fact that the work of the inmate labor on Route #4 at Toms River, is drawing to a close and he would recommend that negotiations be entered into with the Department of Institutions & Agencies whereby they would undertake the construction of Route #9 between Whitehouse and Lebanon in Hunterdon County. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of negotiations being undertaken looking toward the improvement of the Whitehouse-Lebanon Road by the Department of Institutions & Agencies and directed that plans and specifications be prepared for this work and formal contract be presented for approval.

The schedule of business was next taken up for consideration item by item as follows, with the recommendations of the State Highway Engineer:

Route #11, Section #8.Kingsland Road

On motion, duly seconded, the completed work on Route #11 Section #8 Kingsland Road, Nutley, was referred to Commissioner Kidde for final inspection prior to acceptance.

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Bridge, Route #4, Section #30

There was reported the completion of plans and specifications for the Westecunk Creek Bridge on Route #4, Section #30 at M. P. 22.8, and recommendation was made for advertisement. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of a Bridge over Westecunk Creek on Route #4, Section #30, at M.P. 22.8, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #9, Section #15A, Cranford

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an agreement as presented to be entered into with the Township of Cranford for extra work to be performed on the improvement of Route #9, Section #15A, through Cranford, at the expense of the Township.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of Parcels #25 and #25A on Route #4, Section #33, Perth Amboy Bridge Cut-off from Henry Maurer and Son for the consideration of $10,000.00.

Right of Way, Route #7

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the purchase of the following parcels of property on Route #7, Section #5, Jerseyville-Freehold, with a letter of thanks to William Bergen for conveyance at a nominal sum.

Parcel	Name	Consideration
2	William Bergen et ux	$ 1.00
39 - 39-A	Jennie R. Sparks	140.00
30 - 40-A	Tunnis Denise, et als	3,104.00

Right of Way, Route #4

State Highway Engineer Sloan presented to the Commission a purchase agreement signed by Frank R. and Grace E. Valentine for Parcel #2 on Route #4, Section #32, Rahway-Perth Amboy section in an amount of $5,500.00. He advised the Commission that this covered the property of Mr. Valentine at Woodbridge. Commissioner Jelin reported having inspected the place and recommended that the payment be made. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #2 on Route #4, Section #32, from Frank R. and Grace E. Valentine for the consideration of $5,500.00.

State Highway Engineer Sloan reported that an offer of $5,500.00 for Parcel #26 on Route #4, Section #32, had been refused by the owners George and Helen Degler, and he recommended condemnation proceedings. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of an offer of $5,500.00 to George and Helen Degler for Parcel #26 on Route #4, Section #32, and in the event of refusal to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 4, Sec. #32, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of James T. Bedman Estate on the South, with the proposed westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 157 plus 42.21, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #4, Section 32, Perth Amboy - Rahway, Property to be acquired from George Degler, Woodbridge Township, Middlesex County, Scale: 1" equals 50', November, 1924"; and running;

Thence (1) along said proposed westerly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, North eight degrees, three minutes and thirty seconds West (N8° -03'-30"W), a distance of one hundred six and ninety-three one hundredths (106.93) feet to a point in the dividing line between lands of grantor herein on the South and lands now or formerly of Samuel B. Brown on the North; Thence (2) along said dividing line, South, seventy-seven degrees and eighteen minutes East (S77° -18'E), a distance of seventy and fifty-eight one-hundredths (70.58) feet to a point in the proposed easterly right-of-way line of aforesaid State Highway, said point being distant thirty-three (33) feet normally from said proposed center line at Station 158 plus 24.13, said point also being distant eighty-three and three one-hundredths (83.03) feet from the existing westerly side line of St. George's Road, measured along said dividing line; Thence (3) along said proposed easterly right of way line, parallel to and thirty-three (33) feet distant from said proposed center line, South eight degrees, three minutes and thirty seconds East (S8° -03' - 30"E), a distance of one hundred six and ninety-three one-hundredths (106.93) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of James T. Bedman Estate on the South, said point being distant forty-six and ninety-two one-hundredths (46.92) feet from the existing westerly side line of St. George's Road measured along said dividing line; Thence (4) along said dividing line, North seventy-seven degrees and eighteen minutes West (N 77° - 18' W)a distance of seventy and fifty-eight one-hundredths (70.58) feet to the point and place of Beginning;

CONTAINING one hundred sixty-two one-thousandths (0.162) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right of way lines thirty-three (33) feet each side of the proposed center line of said State Highway, extending from lands now or formerly of James T. Bedman on the South to lands now or formerly of Samuel S. Brown on the North, as shown on said plan hereto attached.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $5,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to a ccept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

State Highway Engineer Sloan reported that M. D. Valentine & Brothers, owners of Parcel #24 on Route #4, Section #33, had demanded $6,000.00 whereas the value in accordance with the standard price fixed for property in this locality was $1,236.90. On motion by Mr. Kidde, seconded by Mr. Stewart, further consideration on this parcel was deferred until additional investigation could be made.

Right of Way, Connecting Road,
Camden

State Highway Engineer Sloan reported that the owner of Parcel #66 on the Connecting Road, Section #3 at Camden Extension, could not be located and he recommended that an offer of $100.00 be made and that the property be condemned. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved an offer of $100.00 to Walter J. Smith, et als, for Parcel #66 on Section #3 of the Connecting Road Camden Extension and in the event of refusal to accept that the property be acquired by condemnation in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route, Section #3, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Thence (1) along said westerly line of Chandlers Ave., south thirty-three degrees twenty seconds west (S33-00'-20"W) to the northwesterly line of Front St.; Thence (2) along said line of Front St., south seventy degrees fifty-nine minutes twenty-three seconds west (S70-59'-23"W) sixty-four and seventy-five hundredths (64.75) feet to an angle in same; Thence (3) still along the same sixty-nine degrees, twenty-four minutes seven seconds west (N 69°-24'-07"W) ten and twenty-five hundredths (10.25) feet to the line between lands of grantor and James Ruck; Thence (4) along said dividing line north thirty-three degrees, twenty seconds east (N33-00'-20"E) sixteen and two hundredths (16.02) feet to the northerly right of way line of the proposed Connecting Road; Thence (5) along said northerly right of way line concentric with and forty (40) feet distant radially from the proposed center line of said highway, curving to the right with a radius of three hundred forty (340) feet a distance of four and eleven hundredths (4.11) feet measured along the arc of the curve, with a chord bearing north sixty degrees thirty-two minutes three seconds (N 60-32'-03"E) four and eleven hundredths (4.11) feet to a point of tangency; Thence (6) still along the same parallel with and forty (40) feet distant from the said proposed center line, north sixty degrees fifty-two minutes fifty seconds east (N 60-52'-50"E) sixty-four (64) feet to the dividing line between lands of grantor and Charles Durachansky; Thence (7) along said dividing line south fifty-six degrees, fifty-nine minutes, forty seconds east (S56-59'-40"E) eighteen and four hundredths (18.04) feet to the place of beginning;

CONTAINING seventeen hundred twenty-nine (1729) sq. ft. be the same more or less;

INTENDING TO CONVEY that part of lot number twenty-six (26) black H on the plan of the First Addition to Highland recorded in the office of the Register of Deeds of Camden County, that lies between the right of way lines of the proposed Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $100.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route #9, Sec. #15A, Cranford

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of a proposition from the Newark Wrecking Company for the wrecking and removal of buildings on Route #9, Section #15A at Cranford, at an expense to the State of $100.00, all in accordance with an agreement to be entered into.

Riparian Grants, Connecting Road,
Camden

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the acceptance of riparian rights from the Board of Commerce & Navigation on the Connecting Road, Camden, Section #3, over Cooper River, at the rate of $3.00 a front foot for frontage taken on each side of the waterway, plus $1.00 additional for crossing rights.

Lighting, Route #10, Sec. #1A

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the transfer of ownership of the electric lights now existing on Route #10, Section #1 in the name of the Public Service Gas and Electric Company in accordance with the report of the Superintendent of Maintenance as to the disposition of this light service following the decision of the State Highway Commission not to light on Route #10 in those sections under the control of the local municipalities.

Route #4, West Creek

There were presented petitions signed by a large majority of the residents of West Creek on Route #4, requesting the State Highway Commission to grade Route #4, through West Creek to a width of 40' even though the same may involve the removal of trees to other parts of the highway. State Highway Engineer Sloan recommended to the Commission that the desire of the petitioners be complied with. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized the width of Route #4 through West Creek to be established at 40 feet as per the original plans of this section.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following additions, changes and increases as made in the employments by the State Highway Engineer since the last meeting of the Commission:

Employed

8/4/25	W. C. Crossley,	Rodman,	$90.00	per	month
8/1/25	John Acton,	Junior Inspector	125.00	"	"
8/1/25	Melkon Tash,	Asst.Civ.Engr.	150.00	"	"
7/1/25	John Plum,	Motor Truck Driver	.45	"	hr.
7/22/25	John Feeney	" " "	.45	"	"
7/1/25	Charles G. Purvis,	" " "	.45	"	"
7/1/25	Eugene H. Turner	" " "	.45	"	"

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Increases and decreases

8/1/25	Mathias Mount,	Mt. Foreman,	$155. to $165. per mo.
8/1/25	A. P. Ely,	Painter	$ .60 to .50 per hour
8/1/25	Jos. Murray	Garage Asst.	$ .45 to .50 " "

Discontinued Employments

7/31/25	F. W. Grady,	Jr. Inspector,	Resigned
7/31/25	J. J. Brown,	Bridge Const. Insp.	"
8/15/25	Edgar B. Shrope,	Jr. Inspector,	"

Sparta-Woodport Road,
Sussex County Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the Sparta-Woodport Road, Section #2, Sussex County Motor Vehicle Aid work, subject to the approval of the State Highway Engineer.

Belleville Tpk.,
Motor Vehicle Aid, Hudson County

On motion by Mr. Kidde. seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the Belleville Turnpike, Hudson County, Motor Vehicle Aid work.

Township Aid, Ocean County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Park Avenue, Lakewood Township, Ocean County, Township Aid work.

Right of Way, Route #4

Commissioner Jelin reported that he had investigated a number of parcels of property on Route #4, Section #32 between Rahway and Perth Amboy, as referred to him at a previous meeting and he would report as follows:

In the property of Michlos Szurma and Wife on Route #4, Section #32, Parcel #7, this involves practically four properties and he would recommend the approval of the amount as agreed upon with Mr. Szurma, namely, $18,956.20. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the payment of $18,956.20 to Michlos Szurma and Wife for Parcel #7 on Route #4, Section #32.

Commissioner Jelin recommended the payment of $2,500.00 to Frank Dorsey for Parcel #1 on Route #4, Section #32. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the payment of $2,500.00 to Frank Dorsey for Parcel #1 on Route #4, Section #32.

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Commissioner Jelin recommended the payment of $2,580.00 for the property of William R. and Mary Price, known as Parcel #28 on Route #4, Section #32. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the payment of $2,580.00 to William R. and Mary Price for Parcel #28 on Route #4, Section #32.

Commissioner Jelin recommended the payment of $1,900.00 for Parcel #29 from Joseph and Thora McEwen on Route #4, Section #32. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the payment of $1,900.00 to Joseph and Thora McEwen for Parcel #29 on Route #4, Section #32.

Commissioner Jelin reported that in the case of Joseph McEwen and Walter Quackenbush he was prepared to recommend an offer of $1,344.50 as against their claim of $2,750.00, and in the event of refusal that condemnation proceedings be entered into. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved an offer of $1,344.50 to Joseph McEwen and Walter Quackenbush for Parcels #27A and #27B on Route #4, Section #32, and in the event of refusal that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #4, Sec. #32, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #27A

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of George Degler on the South, with the proposed westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from said proposed center line at Station 158 plus 49.15, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #4, Section #32, Perth Amboy - Rahway, Property to be acquired from Samuel B. Brown, Woodbridge Township, Middlesex County, Scale: 1" equals 50', November 1924"; and running:

Thence (1) along said proposed westerly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, North eight degrees, three minutes and thirty seconds West (N8°-03'-30"W), a distance of three hundred seventy-one and seventy-three one-hundredths (371.73) feet to a point in the dividing line between lands of grantor herein and lands now or formerly of William R. Price on the North; Thence (2) along said dividing line, South seventy-six degrees and seventeen minutes East (S76°-17'E), a distance of seventy-one and seven one-hundredths (71.07) feet to a point in the proposed easterly right-of-way line of said State Highway said point being thirty-three (33) feet distant normally from said proposed center line at Station 161 plus 94.52, said point also being distant two hundred eight and two-tenths (208.20) feet from the existing westerly side line of St. George's Road, measured along said dividing line; Thence (3) along said proposed easterly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, South eight degrees, three minutes and thirty seconds East (S 8°-03'-30"E), a distance of three hundred seventy and thirty-nine one-hundredths (370.39) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of George Degler on the South, said point being distant eighty-three and three one-hundredths (83.03) feet from the existing westerly side line of St. George's Road, measured along said dividing line; Thence (4)along said dividing line, North seventy-seven degrees and eighteen minutes West (N77°-18'W), a distance of seventy and fifty-eight one-hundredths (70.58) feet to the point and place of beginning;

CONTAINING five hundred sixty-two one-thousandths (0.562) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, thirty-three (33) feet each side of the proposed center line of aforesaid State Highway, extending from lands now or formerly of George Degler on the South to lands now or formerly of William R. Price on the North, as shown on said plan hereto attached;

TOGETHER WITH Parcel #27-B described as follows:

Parcel #27B

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the West and lands now or formerly of Joseph McEwen on the East, with the proposed westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 165 plus 22.96, as shown on said plan hereto attached, and running;

Thence (1) along said proposed westerly right of way line, parallel to and thirty-three (33) feet distant from said proposed center line North eight degrees, three minutes and thirty seconds West (N8°-03'-30"W), a distance of twenty-four and five one-hundredths (24.05) feet to a point in the dividing line between lands of grantor herein on the Southwest and lands now or formerly of Mary Tunison on the Northeast: Thence (2) along said dividing line, South forty degrees, four minutes and thirty-seconds East (S40°-4'-30"E), a distance of ten and five one-hundredths (10.05) feet to a point where the dividing line between lands of grantor herein and lands of Mary Tunison the dividing line between lands of grantor herein and lands of Joseph McEwen, and the dividing line between lands of Joseph McEwen and lands of Mary Tunison, meet; Thence (3) along said dividing line between lands of grantor herein and lands of Joseph McEwen, South ten degrees and fifty-four minutes West (S10°-54'W) a distance of sixteen and forty-one one-hundredths (16.41) feet to the point and place of beginning;

CONTAINING one one-thousandth (0.001) of an acre, be the same more or less;

INTENDING TO convey all that land now owned or controlled by theparty of the first part that lies between the proposed right-of-way lines thirty-three (33) feet each side of the proposed center line of aforesaid State Highway, extending from lands now or formerly of Joseph McEwen on the South to lands now or formerly of Mary Tunison on the North, as shown on said plan hereto attached.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,344.50 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Commissioner Jelin reported that he was prepared to recommend an offer of $6,500.00 to Anna Dunn for Parcel #31 on Route #4, Section #32 and in the event of refusal to accept that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved an offer of $6,500.00 to Anna Dunn for Parcel #31 on Route #4, Section #32 and in the event of refusal to accept that the property be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #4, Section #32, ALL that certain tract, parcel or lot of land and premises situate, lying and being in the State of New Jersey and more particularly described as follows:

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of Mary Tunison on the South, with the proposed Westerly right-of-way line of State Highway Route #4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 167 plus 73.65, as shown on plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Section32, Perth Amboy - Rahway, property to be acquired from Anna Dunn, Woodbridge Township, Middlesex County, Scale: 1" equals 50', Nov. 1924"; and running;

Thence (1) along said proposed westerly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, North eight degrees, three minutes and thirty seconds West (N8°-03'-30"W), a distance of ninety-six and seventy-five one hundredths (96.75) feet to a point in the dividing line between lands of grantor herein on the South and lands now or formerly of Jacob Schwenzer Estate on the North: Thence (2) along said dividing line, North seventy-two degrees, thirty-seven minutes and thirty seconds East (N72°-37'-30"E), a distance of sixty-six and eighty-eight one-hundredths (66.88) feet to a point in the proposed easterly right-of-way line of aforesaid State Highway, said point being distant thirty-three (33) feet normally from said proposed center line at Station 168 plus 81.22, said point also being distant fifty-eight and thirty-eight (58.38) one-hundredths feet from the existing southwesterly side line of St. George's Road, measured along said dividing line;

Thence (3) along said proposed easterly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, South eight degrees, three minutes and thirty seconds East (S8°-03'-30"E), a distance of ninety-six and seventy-five one-hundredths (96.75) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of Mary Tunison on the South, said point being distant one hundred three and eight-tenths (103.80) feet from the existing southwesterly side line of St. George's Road; Thence (4) along said dividing line, South seventy-two degrees, thirty-seven minutes and thirty seconds West (S72°-37'-30"W), a distance of sixty-six and eighty-eight one-hundredths (66.88) feet to the point and place of beginning;

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CONTAINING one hundred forty-seven one-thousandths (0.147) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, thirty-three (33) feet each side of the proposed center line of said State Highway, extending from lands now or formerly of Mary Tunison on the South to lands now or formerly of Jacob Schwenzer Estate on the North, as shown on said plan hereto attached;

TOGETHER WITH the right to enter upon, construct, form and maintain slopes over other lands of grantor adjacent to the lines hereinabove described and extending to lines distant forty-five (45) feet each side of the aforesaid center line and parallel thereto from Station 167 plus 73.65 to Station 168 plus 81.22 as shown on said plan hereto attached, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highways; the grantor hereby retaining the right ot use such land providing such use does not interfere with said slopes or endanger said highway;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $6,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then, the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Commissioner Jelin reported that he was prepared to recommend an offer of $5,500.00 to William C. and Mary E. Danner (formerly Mary Tunison) for Parcel #30 on Route #4, Section #32 as against their request of $8,470.00, and in the event of refusal to accept that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved an offer of $5,500.00 to William C. and Mary Danner for Parcel #30 on Route #4, Section #32 and in the event of failure to accept that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route No. 4, Sec. #32, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #30

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of Joseph McEwen on the South, the dividing lines between lands of grantor herein on the North and lands now or formerly of Samuel B. Brown on the South, and the dividing line between lands now or formerly of Samuel B. Brown on the West and lands now or formerly of Joseph McEwen on the East, said point being distant twenty-seven and sixty-seven one-hundredths (27.67) feet normally from the proposed center line of State Highway Route #4, between Perth Amboy and Rahway at station 165 plus 38.48, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #4, Sec. 32, Perth Amboy-Rahway, property to be acquired from Mary Tunison, Woodbridge Township, Middlesex County, Scale: 1" equals 50', Nov. 1924"; and running;

Thence (1) along said dividing line between lands of the grantor herein and lands now or formerly of Samuel B. Brown, as aforesaid, North forty-degrees, four minutes and thirty seconds West (N 40°-04'-30"W), a distance of ten and five one-hundredths (10.05) feet to a point in the proposed westerly right of way line of said State Highway, said point being distant thirty-three (33) feet normally from the proposed center line at Station 165 plus 47.01, as shown on said plan hereto attached; Thence (2) along said proposed westerly right of way line, parallel to and thirty-three (33) feet distant from said proposed center line, North eight degrees, three minutes and thirty seconds West (N 8°-03'-30"W), a distance of two hundred twenty-six and sixty-four one-hundredths (226.64) feet to a point in the dividing line between lands of grantor herein on the South and lands now or formerly of Anna Dunn on the North; Thence (3) along said dividing line, North seventy-two degrees, thirty-seven minutes and thirty seconds East (N72°-37'-30"E), a distance of sixty-six and eighty-eight one-hundredths (66.88) feet to a point in the proposed easterly right-of-way line of aforesaid State Highway, distant thirty-three (33) feet normally from said proposed center line at Station 167 plus 84.47, as shown on said plan hereto attached: Thence (4) along said proposed easterly right-of-way line, parallel to and thirty-three (33) feet distant from said proposed center line, South eight degrees, three minutes and thirty seconds East (S8°-03'-30"E), a distance of two hundred twenty-six and eight one-hundredths (226.08) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of Joseph McEwen on the South; Thence (5) along said dividing line, South sixty-three degrees and forty-six minutes West (S63°-46'W), a distance of sixty-three and eighty-five one-hundredths (63.85) feet to the point and place of beginning;

CONTAINING thirty-five one-hundredths (0.35) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, thirty-three (33) feet each side of the proposed center line, extending from lands now or formerly of Joseph McEwen on the South to lands now or formerly of Anna Dunn on the North, as shown on said plan hereto attached:

TOGETHER WITH the right to enter upon, construct, form and maintain slopes over other lands of grantor adjacent to the lines hereinabove described and extending to lines distant fifty (50) feet each side of the aforesaid center line and parallel thereto from Station 165 plus 38.48 to Station 167 plus 84.47 as shown on said plan hereto attached, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $5,500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute

condemnation proceedings for the acquisition of said lands and premises.

Maintenance Materials

Cumberland County Repairs

State Highway Engineer Sloan reported to the Commission the receipt of bids by Cumberland County after readvertisement for SCO and sand covering, that these had resulted in a saving to the County of approximately $13,000.00. and he recommended that approval of award of contract by the County for this material be made. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of contract in accordance with bids received after readvertisement for SCO and sand covering on Cumberland County repairs.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned at 5:00., to meet at the call of the Chairman.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - August 18, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, August 18, 1925. The meeting was called to order at 11:00 A.M. by Acting Chairman Jelin.

Present:	Acting Chairman Jelin; Messrs. Percy H. Stewart and Walter Kidde.
Absent:	Gen. H. L. Scott, on trip to the West.

Route 8,

Encroachments, Boro of Riverdale

The Secretary informed the Commission that Mr. J. W. DeYoe, Counsel for the Borough of Riverdale was present and desired a hearing and on motion, duly seconded a hearing was granted. Mr. DeYoe stated that he appeared on behalf of the Borough of Riverdale in connection with construction of sidewalks through the Borough. He stated that the Borough had requested the approval of the Commission to the plans for these sidewalks but this approval had not been granted, due to the fact that they did not provide for a forty foot width of pavement from curb to curb. He informed the Commission that they did not see how they could proceed to obtain the necessary right in order to construct the sidewalks in such a manner as to permit of this forty foot width and requested that the Commission approve of a lesser width of roadway through the Borough. After a further discussion of the matter, Mr. DeYoe was informed that the providing of a forty foot roadway was being required all over the State and they could not approve of a lesser width for any locality.

Route 4-

Detour, Borough of Metuchen

The Secretary presented a communication from Mr. William P. Liddle, Street Commissioner of the Borough of Metuchen, requesting that the Commission give some aid in the direction of traffic through Metuchen which was very congested due to the detour which had been established. On motion by Mr. Kidde, seconded by Mr. Stewart, this request was ordered referred to the State Police with the request that they give as much aid as possible to the Borough of Metuchen in the direction of this traffic.

Request for Aid, Middlesex County

Mr. Buchanan, Assistant County Engineer, appeared on behalf of the Board of Freeholders of Middlesex, and requested that the Commission give some aid to the county in repair of the Woodbridge-Iselin-Oak Tree Road, which they claimed had been damaged by use as a detour for two days. On motion by Mr. Kidde, seconded by Mr. Stewart, the request of Middlesex County was denied.

Right of Way, Route #1 Extension

The Secretary presented a communication from Mark Townsend, Jr., attorney for Everett W. Cox Company, with further reference to the condemnation proceedings which were already under way in connection with the property of the Everett W. Cox Company. He advised that Mr. Cox, together with Mr. Sleigh representing Mr. Townsend were present and on motion duly seconded, they were granted a hearing. Mr. Sleigh stated that they had discovered that if the original plan of the Commission was not adhered to and the cut through Underwood Place was not covered, it would leave the property of Mr. Cox without means of entrance, which would practically destroy the value of his property. He further stated that they find that there will be an unused space of about nine feet between the building line and the retaining wall of the highway, and suggested that the Commission widen this space to a width of twenty feet and pave the same, which would provide them with an entrance to their building and at the same time provide the City of Jersey City with a street which they believed would be satisfactory to all parties. Mr. Stewart felt if the Commission should approve this it might at some time prevent the placing of a cover over the cut and he believed it was the feeling of the Commission that they should not take any action which might cause such a result. State Highway Engineer Sloan stated that the City of Jersey City had already been communicated with in reference to the proposition, and Mr. Cox was informed that no further action could be taken until some advice was received from the city but that the Commission would be glad to take this matter up with him again as soon as they hear from the City of Jersey City.

Route #4, Perth Amboy Cut-Off

The Secretary informed the Commission that Mr. Wilentz, City Attorney of Perth Amboy, together with Mr. Chapman, the contractor on the Perth Amboy Cut-off was present and desired a hearing which was granted on motion duly made and seconded. Mr. Wilentz stated that they appeared with reference to a restraining order that had been obtained by Mr. Cutter against the contractor. He stated that he felt the City would be willing to proceed with the condemnation proceedings at once but they did not have the same rights as the State for entering on the property. Mr. Chapman stated that they had their equipment on the job and were all ready to go ahead and that such a delay would prove to be very costly to them and asked if there were not some way in which this restraining order could be set aside. Mr. Jelin stated that he believed the matter could be settled and suggested that Mr. Chapman meet him in Perth Amboy the next day in order to go with him to see Mr. Cutter with reference to a settlement.

Rejection of Plans - Monmouth County - ~~General~~

A communication was presented from the County of Monmouth, requesting that the plans for Church Street, Keansburg, be rejected, and on motion by Mr. Kidde, seconded by Mr. Stewart, the Commission rejected the plans for Church Street, Keansburg, on account of lack of funds and in order that the County may proceed with the work from its own funds.

Exhibits-Trenton Inter-State Fair

The Secretary presented a communication from Col. Margerum, Secretary of the Inter-State Fair Association, inviting the Commission to place an exhibit at the Trenton Fair which will be held September 28th to October 3rd. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a State Highway exhibit be prepared and made at this fair.

Right of Way - Bills

The Secretary presented a number of bills for services in connection with obtaining rights of way on State Highway Routes 1, 8 and 15, and on motion by Mr. Stewart, seconded by Mr. Kidde, the following bills were ordered paid:

Percy A. Gaddis, Rt. 1 Extension -	$ 75.00
" " " " "	300.00
C. Alfred Burhorn,	70.00
Louis Adler,	1052.74
W. Fred Ware, Rt. 15, Sec. 7	15.00
WilbertSheldon,	15.00
Henry G. Hershfield, Rt. 8, Newfoundland	25.00
" " " " Mountain View	100.00
S. H. B. Jacobs, Rt.8. Newfoundland	25.00

Requests for Information

The Secretary presented a request from Mr. Phinney, Secretary of the League of Municipalities, requesting detailed information with reference to construction in municipalities, and asked the Commission's advice as to the furnishing of same. Mr. Kidde moved that Mr. Phinney be advised that all the information and records in the department are open to all citizens and we would be glad to have him call at this office and obtain such information as he may desire. This was seconded by Mr. Stewart and adopted.

Right of Way, Route #2

The Secretary presented a communication from Hon. Fred W. DeVoe with reference to payment of the award as made by the condemnation commissioners to the tenant on the property of Patrick Martin on Route #2. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the award in the amount of $300.00 as made to the tenant, Mr. George Blazyn, by the condemnation commissioners on the property of Patrick Martin on Route #2.

Tree Planting

The Secretary informed the Commission that he had been advised by the caretaker of the Kuser Estate at Washington's Crossing that they had about one thousand white ash trees which they would give to the State Highway Commission, if the Commission would pay for the moving of same which would probably amount to $500.00. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that this offer be referred to the State Forester with the request for his advice as to whether the ash trees would be suitable for planting along the State Highways.

Cruser's Bridge, Route 16, M.P. 7.9

The State Highway Engineer presented the following list of bids that had been received for the construction of bridge over

Cruser's Brook at M. P. 7.9 on State Highway Route #16, and recommended that award be made to the low bidder:

Richards & Gaston	$21,624.50
Jacob Stem	21,769.01
John W. VanDenburg Company	22,225.57
Pinto & Felice	22,841.82
Hill Construction Co.	22,867.92
M. Staub & Kolyn Const. Co.	23,432.91
Palladino Engineering Co.	24,196.00
Thomas Sheahan	26,266.06
Red Bank Construction Company	28,816.45

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Cruser's Brook Bridge at M. P. 7.9 on State Highway Route #16, to Richards & Gaston, at their's the lowest bid received in the amount of $21,624.50, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer.

Rt. 7, Sec. 4, Colts Neck-Jerseyville

The State Highway Engineer reported that Route #7, Section #4, Colts Neck Road-Jerseyville was completed and ready for acceptance. Mr. Jelin reported that he had inspected this road and would recommend acceptance of same. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commissionaccepted the construction of Route #7, Sec. #4, Colts Neck-Jerseyville, and directed final payment to be made to the contractor.

Rt. 4, Sec. 25A, Morgan Cutoff

The State Highway Engineer reported that Route #4, Section #25A, Morgan Cutoff, was completed and ready for acceptance. Mr. Jelin reported that he had inspected this road and would recommend acceptance. On motion by Mr. Stewart, seconded by Mr. Kidde, the construction of Route #4, Sec. #25A, Morgan Cutoff, was accepted and final payment authorized.

Right of Way, Route #3, Sec. #12

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of the following property on Route #3, Section #12:

Parcel 211,	Frank J. Malone,	Consideration	$ 1.00
" 226,	Domenico Capaccio, Widow	"	50.00
" 227,	Pasquale Gazzara,	"	25.00
" 316,	Walter B. McDougall,	"	1.00

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Right of Way, Route #3, Sec. #13

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of Parcel #5, from Alice J. Yinger, on Route #3, Section #13, Absecon-Egg Harbor, for the sum of $1.00.

Right of Way, Route #3, Sec. 14

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of Parcel #3, from Reuben Babcock et als, on Route #3, Section #14, Absecon, for the sum of $1.00.

Right of Way, Rt.#4, Sec. #30

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of Parcel #2, from Joseph B. Cox on Route #4, Section #30, Manahawken-Tuckerton, for the sum of $175.00.

Right of Way, Rt.#4, Sec. #31

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of the following property on Route #4, Section #31, Tuckerton-New Gretna:

Parcel	36,	John M. & Richard S. Bogan,	Quit-claim	$ 1.00
"	103,	Maja C. & Marietta L. Mathis,	"	1.00
"	106,	Walter S. & Samuel B. Allen,	"	1.00

Right of Way, Rt. #7, Sec. #5

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of the following property on Route #7, Section #5, Jerseyville-Freehold:

Parcel	33,	Fred White	Consideration	$35.00
"	27,	George E. Brown	"	50.00
"	28,	Cleveland Patterson	"	100.00
"	29,	Mrs. Eliza Thompson, Widow	"	5.00
"	30,	C. L. Hays Estate	"	50.00
"	31,	J. D. Ely	"	100.00
"	32,	Hyman Richmond	"	150.00
"	35,	Sarah R. Pope	"	6.00
"	36,	D. V. Perrine	"	25.00
"	37,	Stephanie Henrickson	"	23.00
"	38,	Sallie Marshall	"	32.50

Right of Way, Rt.#14, Sec. #9

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of the following property on Route #14, Sec. #9, Ocean View-Seaville:

Parcel 24, Gustavas Koepple	Consideration	$	9.10
" 62, Townsend Gandy, widower	"		12.00
" 63-63-A, Harry L. Fawcett	"		125.00
" 65 Eugene Townsend	"		100.00

Right of Way, Route #14, Sec. #11

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of Parcel #49A from Elizabeth C. Jackson Johnson on Route #14, Section #11, Petersburg-Tuckahoe, for the amount of $25.00.

Right of Way, Route #4, Sec. #32

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the purchase of the following property on Route #4, Sec. #32, Rahway-Perth Amboy:

Parcel 3, Rose Barcelona, widow	Consideration	$	400.00
" 11, Jos. Andraszik & Mike Tamplome,	"		140.00
" 23, Steven & Julia B. Elek,	"		250.00
" 34, Marie Mendl,	"		125.00

Right of Way, Rt. #4, Sec. #33

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of purchase of Parcel #5, Route #4, Section #33, Perth Amboy Bridge Cutoff, for the sum of $1,000.00, from Samuel Cannata and wife.

Right of Way, Rt. #4, Sec. #33

The State Highway Engineer presented a communication from M. D. Valentine & Bro. Company, with reference to the condemnation of their property as directed on August 4th, making a request that they be allowed to discuss this matter further with the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the offer as originally made be amended to include an additional two-tenths of an acre at the same rate.

Right of Way, Rt. 4, Sec.#31

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that an offer of $106.90 be made to the Woodbine Realty Company for parcels #30 and #30A, on Route #4, Section #31, Tuckerton-New Gretna, and in the event that this offer is refused or the owners cannot be located that condemnation proceedings be instituted in accordance with the following resolution:

August 18, 1925.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 4, Section #31, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the East and lands now or formerly of Estate of Walter W. Pharo on the West, with the proposed southerly right-of-way line of State Highway Route #4, Section #31, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 354 plus 32.06 as shown on a map hereto attached, entitled "New Jersey State Highway Department, Route 4, Section 31, Property to be acquired from the Woodbine Realty and Construction Co., Bass River Township, Burlington County, Scale: 1" equals 50', June, 1925"; and running:

Thence (1) along said dividing line North thirty-seven degrees, thirty-two minutes and eighteen seconds East (N37°32'-18"E), a distance of seventy-five and four one-hundredths (75.04) feet to a point in the proposed northerly right-of-way line, at Station 354 plus 67.76;

Thence (2) along said proposed northerly right-of-way line, South eighty degrees, fifty-two minutes and twenty-five seconds East (80°52'-25"), a distance of eight hundred ninety-one and twenty-two one-hundredths (891.22) feet to a point in the dividing line between lands of grantor on the West and lands now or formerly of Wm. T. Cramer on the East, at Station 363 plus 58.98;

Thence (3) along said dividing line, South twenty-six degrees, thirty-six minutes and twenty-five seconds East (S26°-36'-25"E), a distance of eighty and fifty-one one-hundredths (80.51) feet to a point in the proposed southerly right-of-way line, at Station 364 plus 05.03;

Thence (4) along said proposed southerly right-of-way line in a northwesterly direccion concentric with and distant thirty-three (33) feet radially from said proposed center line, along the arc of a curve to the right with a radius of 1465.69 feet, a distance of forty-three and fifty-nine one-hundredths (43.59) feet to a point of tangency marked "P. C. 363 plus 62.42" as shown on said plan:

Thence (5)still along said proposed southerly right-of-way line, parallel to and distant thirty-three (33) feet normally from said proposed center line, North eighty degrees, fifty-two minutes and twenty-five seconds West (N80°-52'-25"W), a distance of nine hundred thirty and thirty-six one-hundredths (930.36) feet to the point and place of beginning;

CONTAINING one and three hundred fifty-one one-thousandths (1.351) acres, be the same more or less;

TOGETHER WITH Parcel #30-A, described as follows:

Parcel #30-A

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the East and lands now or formerly of Wm. T. Cramer on the West, with the proposed southerly right-of-way line of State Highway Route #4, Section #31, distant thirty-three (33) feet radially from the proposed center line of said State Highway at Station 364 plus 43.60, as shown on aforesaid map hereto attached, and

Thence (1) along said dividing line, North twenty-six degrees, thirty-six minutes and twenty-five seconds West (N26°-36'-25"W), a distance of seventy-nine (79) feet to a point in the proposed northerly right-of-way line, distant thirty-three (33) feet radially from said proposed center line at Station 364 plus 00.16;

Thence (2) along said proposed northerly right-of-way line in a northeasterly direction, concentric with said proposed center line, along the arc of a curve to the left with a radius of 1399.69 feet, a distance of five hundred eighty-one and sixty-two one-hundredths (581.62) feet to a point in the dividing line, between lands of grantor on the West and lands now or formerly of I. L. Berry on the East, at Station 369 plus 95.49;

Thence (3) along said dividing line, South twenty-three degrees, forty-three minutes and twenty seconds East (S23°-43'-20"E), a distance of twenty-seven and six one-hundredths (27.06) feet to a point in the existing northerly side line of the existing highway;

Thence (4) along said side line, South twenty-three degrees, forty-three minutes and twenty seconds East (S64°-24'-40"E) a distance of one hundred seventy-seven and ninety-four one-hundredths (177.94) feet to a point in the aforesaid proposed southerly right-of-way line;

Thence (5) along said proposed southerly right-of-way line in a southwesterly direction, concentric with and distant thirty-three (33) feet radially from said proposed center line, on the arc of a curve to the right with a radius of 1465.69 feet, a distance of three hundred ninety-two and two-tenths (392.20) feet to the point and place of beginning;

CONTAINING seven hundred eighty-seven one-thousandths (0.787) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines, distant thirty-three (33) feet each side of said proposed center line of said State Highway, extending from lands now or formerly of Walter W. Pharo on the West to lands now or formerly of I. L. Berry on the East, as shown on said map;

TOGETHER WITH all the rights, title and interest of grantor in and to the land lying within the bounds of the existing highway adjoining the above described premises;

PARCEL #30 being part of Blocks No. 4 to 7 and Parcel #30-A being part of Blocks No. 1 to 3, as shown on map of Maccabean Park #1, North Section, Bass River Township, I. H. Gifford Farm, Burlington County, N. J. Scale 100' equals 1", Property of Woodbine Realty and Construction Company.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $106.90 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Entrance Road, Sec. 1

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the offer of the Camden Lime Company for the conveyance of all land and easement required through their property on Entrance Road, Section #1, for the sum of $25,347.00, and approved of the purchase agreement for this amount.

Right of Way, Route 1 Extension

The State Highway Engineer submitted a report from Mr. Lavis in which he advised that Schranz & Bieber Co. Inc., had agreed to accept the amount of $85,000.00 for their property on which condemnation proceedings had already been instituted in the sum of $60,000.00. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that this offer be not accepted and that the condemnation be continued with.

Right of Way, Route #1 Extension

On motion by Mr. Kidde, seconded by Mr. Stewart, the

August 18, 1925.

Commission approved of the purchase of Parcel #31, on Route #1 Extension, from William LeMaire and Wife, for the sum of $12,400.00.

Right of Way, Route #14, Sec. #9

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the acceptance of a warranty deed on Parcel #29, Route #14, Sec. #9, Ocean View to Seaville, from Raymond and Lillian Bozarth, for the consideration of $16.54.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the purchase of the following property on Route #14, Sec. #9, Ocean View to Seaville:

Parcel 49,	Daniel Delancy	Consideration	15.00
" 51,	Maria D. Townsend, widow	"	37.70
" 79,	Emma Townsend	"	135.55

Right of Way, Rt. #15, Sec.#8

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of entering into a contract with Craythorn-Nickerson Co., Inc., the lowest bidders for removal of a house from the right of way on the property of the City of Wildwood, Parcels #1, 2 and 3, on Route #15, Section #8, Rio Grande to Green Creek, in accordance with agreement between the City of Wildwood and the State Highway Commission, the amount of the contract being $915.00 including the cost of removing and replacing the house and performing all other work as listed in the contract.

Right of Way, Route 15, Sec. #7

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the acceptance of an easement for drainage purposes on Route #15, Section #7, Menantico Creek to Mauricetown Road, Parcel #21, over the property of Louis B. Ridenour, for the consideration of $100.00.

Reeves Bridge, Rt.#8, M.P. 14.4

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission granted an extension of time of fifteen days to Arnolt-More, Inc., for the completion of their contract for construction of Reeves Bridge at M. P. 14.4 on State Highway Route #8.

Route #11, Section #10

On motion by Mr. Kidde, seconded by Mr. Stewart, the

August 18, 1925.

Commission accepted the completed work on Route #11, Section #10, Washington Avenue, Nutley, and directed that final payment be made to the contractor, Commissioner Kidde reporting that he had inspected this work and found same to be in satisfactory condition.

Statistics

The State Highway Engineer submitted a copy of a letter written by him to the Governor in reply to a letter received from the Governor asking for a comparison of the distribution of money by the State Highway Commission in this State and the State of Wisconsin.On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the letter as written by the State Highway Engineer, and directed that he furnish the Governor with such further information on this matter as he may deem desirable.

Patented Vibrolithic Pavement

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the request of the Vibrolithic Service Corporation that the Commission approve Vibrolithic concrete of both types as an alternate type on county work be received and filed.

Camden ~~Delaware~~ Public River Bridge Approaches

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that a clipping from the Camden Courier with reference to the work through the City of Camden be filed.

Route #20, Sec. #4, Millville

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of an agreement as submitted from the City of Millville covering the construction of extra width pavement on Route #20, Sec #4, through the City of Millville.

Ocean City Bridge Complaint

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a communication received from Mr. Robert J. Byron in which he complained of the conditions existing on the Ocean City Bridge, especially with regard to the lighting of same, be received and placed on file, inasmuch as the Commission is not lighting any highways.

Rt. 1 Extension, Sec. 2, Jersey City

On motion by Mr. Stewart, seconded by Mr. Kidde, the

August 18, 1925.

Commission approved of the following subcontractors on the contract of the Public Service Production Company for the construction of Route #1, Extension, Section #2:

Wrecking of Building	Goldberg Wrecking Co. Inc.
Earth Excavation so far as steam shovel is concerned	Samuel Konigsberg
Trucking of rock excavation	Dennis J. Cummings Co. Inc.
Steel form for concrete work	Liomin & Wales Co. Inc.
Waterproofing	Andrew Daly
Structural steel fabrication	Bethlehem Steel Co.
Street Railway work	Public Service Rwy. Co.
Work on gas mains	Public Service Gas Co.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission recessed for lunch at 1:30 P.M., to meet in regular session again at 2:00 P.M. The meeting was reconvened at 2:00 P.M. with the same members present as at the morning session.

Shore Relief Route, Asbury Park

The State Highway Engineer submitted a report as to a conference had with a delegation from Monmouth County with reference to a relief route in the vicinity of Asbury Park. He stated that the county was willing to carry out the construction of a route from Sylvania Avenue to a connection with our Route #4 at West Long Branch, estimated to cost $850,000.00, over a period of two years and he recommended that the State Highway Commission make an allotment of $300,000 toward this work. After a discussion of the matter, Mr. Stewart, moved that the County of Monmouth be communicated with and informed that before the Commission can take any definite action in the matter, it would appreciate the receipt of a definite proposition from the county in writing, setting forth just what they desire to do in connection with this relief route. This was seconded by Mr. Kidde and adopted.

Rt. 9, Sec. #15A, Cranford

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the following subcontractors on the contract of P. Camillo & Co. for construction of Rt. 9, Sec. #15A, Cranford Township:

Grading	Decker & Canning, Inc.
Storm Sewer	Joseph Miele

McGarry Claim, Rt. #18N, Sec.#1

On motion by Mr. Kidde, seconded by Mr. Stewart, The Commission directed that the claim of Mr. J. J. McGarry, that he be reimbursed for the work performed by him last year on Route #18, North, Sec.#1, be referred to the State Highway Engineer for report to the Commission with recommendation.

Amboy Bridge - New

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of Stillman-Delehanty-Ferris Company, contractors of the new Amboy Bridge, subletting the concrete roadway construction from curb to curb on the filled approaches to the Barret Paving Company of Trenton.

Signs - Tree Planting

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a communication received from the State Forester suggesting the placing of signs along those highways where the Commission has planted trees to give credit for the planting of same, be acknowledged with thanks and Mr. Wilber advised that the Commission does not feel that any more signs along the highways would be desirable.

Route #7, Section #2

The State Highway Engineer presented a claim received from J. M. Reuter for additional compensation in the sum of $2,191.88 on his contract for the construction of Route #7, Section #2, on account of the fact that some of the pavement was constructed in 1925 instead of 1924 over the new alignment, and recommended that same be not allowed. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the claim of J. M. Reuter for additional compensation on his contract for the construction of Route #7, Section #2, Golf Course-Anderson's Corner, be not allowed.

Request for Aid-Somerset County

The Secretary advised that Mr. Woolston, a member of the Board of Freeholders of Somerset County, was present together with a delegation from Bound Brook, and on motion duly made and seconded a hearing was granted. Mr. Woolston stated that they had come before the Commission for the purpose of requesting some additional aid in order to extend the Manville Road beyond the point, for which bids had just been received. Mr. Berry of the Calco Company spoke concerning the condition of this road, stating that it was in a very deplorable condition and the improvement of same was felt to be very important on account of the large number of plants located along same. He further called attention to the large amount of traffic now using Union Avenue in Bound Brook, stating that this was congested both night and day by the heavy passenger and freight traffic. He also called the attention of the Commission to the fact that about four thousand employees of the various plants are required to use this road to and from their work. Several other members of the delegation also spoke urging the necessity of improving this road, in order to form a relief for Union Avenue. Mr. Woolston stated that the county felt this was a very important road and were desirous of improving part of it this year and the remainder next, and requested that the Commission allot the sum of $20,000.00 toward the construction of same. After a further discussion of the matter, the delegation was advised that the Commission would make no definite decision at this time but would advise them later as to any action they might take.

Leave of Absence - Bridge Tenders

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission granted an eight days vacation, with pay, to Mr. Thomas Colgan employed at a daily rate on the Hackensack River Bridge as Gateman in place of an injured employee, this action being taken in view of the fact that he had been granted a leave of absence by the Chief Engineman for the usual two weeks but recalled at the end of the eight days.

Employments

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following additional changes and increases as made in the employments of the State Highway Engineer since the last meeting of the Commission.

Employed

8/17/25	Eugene Biddulph,	Office Boy	$40.00	per	mo.
8/11/25	A. M. Fitz Randolph,	Jr.Inspector	125.00	"	"
8/15/25	Miller W. Frace,	" "	125.00	"	"
8/12/25	H. J. Healy,	" "	125.00	"	"
8/3/25	James A. Dunn,	Chauffeur	100.00	"	"
8/17/25	Wm. R. Forsyth,	Jr. Engineer,	125.00	"	"
8/1/25	C. P. Brown,	Chainman,	75.00	"	"
"	M. H. Sayer,	Rodman,	90.00	"	"
8/13/25	A. C. Ildsgaard,	Draftsman,	135.00	"	"
8/12/25	E. J. Paynter	"	130.00	"	"
8/15/25	Anna Knopf,	Clerk-Stenog.	100.00	"	"
8/1/25	Harry Thorpe,	Motor Truck Driv.	.45	"	hr.

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8/1/25	J. Rougharden,	Motor Truck Driv.	.40 per hr.
8/1/25	James Anderson,	" " "	.40 " "
8/4/25	Thomas Moury,	" " "	.45 " "
8/4/25	George S. Pearse,	" " "	.45 " "

Salary & Title Change

7/15/25	Robert McKenny,	Title Searcher $165.00 per mo. to Land Clk. and Title Examiner $210.00 mo.
8/15/25	L. C. Peterson,	Bridge Designer $250.00 per mo. to Chief Bridge Designer $300.00 mo.
8/1/25	D. X. Ellett,	Bridge Detailer $150.00 per mo. to Bridge Draftsman and Designer $180.00 mo.
8/1/25	R. A. Martin.	Jr. Inspector $135.00 per mo. to Highway " 155.00 " "

Increases

9/1/25	James A. Darling,	Jr. Eng.	$100.00 to $125.00
	Alvin Ruefer,	" "	110.00 to 125.00

Discontinued Employments

8/5/25	Melkon Tash,	Asst. Civ. Eng.	Resigned
"	Lester Sheppard,	Bridge Tender	"
7/31/25	John B. Jacobs,	Lab. Asst.	"
"	R. W. Bailey,	Rollerman,	Laid Off
8/15/25	Margaret Hickey,	Clk. Stenog.	" "
"	John M. Perry,	Office Boy	" "
"	Joel Barnett,	Struc. Draftsman	Resigned
8/31/25	Wm. R. Farrell,	Rodman,	"

Leave of Absence

8/15/25	Oscar Telfer,	Paymaster,	Leave of absence for three months without pay.

Ringoes-Flemington Road

On motion by Mr. Stewart, seconded by Mr Kidde, the Commission approved of an agreement with the County of Hunterdon for the construction and maintenance of the Ringoes-Flemington Road, in accordance with the requirements of the Federal Government.

Federal Proj.

Ringoes-Flemington Road, Project #79-A

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the Project Agreement for Federal Aid Project No. 79-A, Ringoes-Flemington Road, Hunterdon County.

Township Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the following township aid force account agreements:

Township	Road	County
Mullica	Pleasant Mills-Weekstown Road	Atlantic
Medford	Taunton Road	Burlington
Waterford	Atco Avenue	Camden
"	Atsion Road	"
Dennis	Belle Plain to Eldora	Cape May

Township	Road	County
Deerfield	Rosenhayn Avenue	Cumberland
Fairfield	Fairton-Gouldtown Road	"
Commercial	Haleyville Cutoff	"
Upper Deerfield	Polk Lane	"
Evesham	Hog Pond & Cox's Corner Road	Burlington
Maurice River	Heislerville Road, Sec. #3	Cumberland
Woolwich	Swedesboro & Franklinville Rd.	Gloucester
S. Harrison	" " " "	"
Swedesboro Boro.	" " " "	"
Kingwood	Barbertown-Delaware Line Road	Hunterdon
Pittsgrove	Gershal Avenue	Salem
Upper Pittsgrove	Whig Lane-Eldrige Hill Road	"

Hunterdon County, M.V.Aid

The State Highway Engineer reported that in connection with an allotment that the Commission had made to Hunterdon County for aid on two different roads in Hunterdon County, it had developed that they would be able to go ahead with only one of the roads this year and requested that they might be allowed to use the difference on some other road project. On motion by Mr. Stewart. seconded by Mr. Kidde, the State Highway Engineer was directed to advise the County of Hunterdon that they will be permitted to use the difference from this allotment on the road project in their county which they deem to be the most important, subject to the approval of the State Highway Engineer., and the State Highway Commission.

Grove Street, Widening

Commissioner Kidde reported for a matter of record that he had held a conference with the authorities of Hudson County and representatives of the City of Hoboken in reference to the proposed widening of Grove Street and had assured them that the $40,000.00 already allotted was for use in the widening of Grove Street during the present year. He stated that he had advised them to proceed with this the present year and next year make request for an additional allotment to carry the widening further, which request he believed might be given favorable consideration by the Commission.

Township Aid, Cape May Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of final payment and acceptance on the Wildwood Junction Road, Middle Township, Cape May County.

Township Aid, Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of acceptance and final payment on the Pittstown-

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Quakertown Road, Sec. #2, Franklin Township, Hunterdon County.

Camden Bridge Approaches,
F. A. P. #69-B

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of Federal Aid Project Agreement #69-B on Routes #2, #3 and #6 Approach Sec. 3, and Connecting Road, Section #3.

Rt. #4, Sec.#31, Tuckerton-New Gretna

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of Federal Aid Project Agreement #73-G for the construction of Route #4, Section #31, Tuckerton-New Gretna.

Township Aid-Gloucester County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved acceptance and authorized final payment on Glassboro Road, Monroe Township, Gloucester County.

Township Aid - Warren County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved acceptance and authorized final payment on the Hope-Johnsonburg Road, Frelinghuysen Township, Warren County.

Township Aid - Sussex County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved acceptance and authorized final payment on the Tranquility-Andover Road, Green Township, Sussex County.

Township Aid - Gloucester County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved acceptance and authorized final payment on the Tonlin Station Road, Greenwich Township, Gloucester County.

Township Aid - Salem County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved acceptance and authorized final payment on the Harrisonville-Lighthouse Cemetery Road, Lower Penns Neck Township, Salem County.

Township Aid - Cumberland County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved acceptance and authorized final payment on the Friesburg-Seeley Road, Hopewell Township, Cumberland County.

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Township Aid - Warren County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved acceptance and authorized final payment on the Allamuchy-Johnsonburg Road, Allamuchy Township, Warren County.

Branch Pike,
Burlington Co., Motor Vehicle Aid

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the award of contract by Burlington County to the Union Paving Company on their low bid of $46,384.70 for the construction of Branch Pike, Burlington County, motor vehicle aid.

Township Aid-Burlington County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Comission approved acceptance and authorized final payment on the Chatsworth-Ocean County Line Road, Sec. #1, Woodland Township, Burlington County.

Township & Boro Aid
Essex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the award of contract by North Caldwell Borough to Francisco Bros., on their low bid of $30,864.00 on Gould Avenue, Greenbrook Road, and Glenview & Ferndale Roads, North Caldwell Borough, Essex County.

Landis Ave, Sec. 4,
Cumberland County, Motor V. A.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the award of contract as made by Cumberland County to Joseph F. Burke on his low bid of $102,288.47 for the construction of Landis Avenue, Section #4, Cumberland County, motor vehicle aid.

Manville Road,
Somerset County, Motor
Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the plans and specifications for the Manville Road, Somerset County, motor vehicle aid.

Motor Vehicle Aid. - General

Mr. Jelin stated that he felt that in connection with the county work being performed under State aid, more desirable prices might be obtained through having copies of the advertisement forwarded to the State Highway contractors, and on motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a copy of the advertisement on all county road work in the future be forwarded from this office to State Highway contractors.

Township Aid - Hunterdon County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the award of contract by Delaware Township to Warren R. Thompson on his low bid of $33,209.19 for construction of the Rosemont-Kingwood Road, Delaware Township, Hunterdon County.

Township Aid-Passaic County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the plans and specifications for Garside Lane, Wayne Township, Passaic County.

Township Aid - Somerset County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the plans and specifications for Spur to Montgomery Hillsborough Township, Somerset County.

Township Aid - Bergen County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of a transfer of $2,273.00 from the Wyckoff-Ramsey Road, Hohokus Township, to Houven Kopf Road, Hohokus Township, Bergen County.

Manville Road -
Somerset County, Motor Vehicle Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the award of contract as made by Somerset County to the Utility Construction Company on its low bid of $60,279.16 for construction of the Manville Road from the Raritan River Bridge to the Philadelphia & Reading Railroad at Weston, Somerset County, motor vehicle aid.

Township Aid - Warren County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the plans and specifications for the Hope-Johnsonburg Road, Sec. #2, Frelinghuysen Township, Warren County.

Township Aid - Bergen County

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the plans and specifications for Crescent Avenue,

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Sections 1A and 2, Franklin Township, Bergen County.

Absecon Blvd.,
Atlantic County, M. V. Aid

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the resolution adopted by the Atlantic County Board of Freeholders, authorizing the County Engineer to inform the Union Paving Company, contractors on the Absecon Boulevard, Atlantic County, motor vehicle aid, that the collection of liquidated damages will terminate with the opening of the road to public traffic on the morning of August 15th.

Main Street, Pennington

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission referred to Mr. Jelin the inspection of Main Street, Pennington, Mercer County, motor vehicle aid, preliminary to the acceptance thereof.

Fredon-Stillwater Road, Sec. #1

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission referred to Mr. Kidde the inspection of the Fredon-Stillwater Road, Sec. 1, Sussex County, State Aid, preliminary to the acceptance thereof.

Sparta-Woodport Road

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission referred to Mr. Kidde the inspection of the Sparta-Woodport Road, Sussex County, motor vehicle aid, preliminary to the acceptance thereof.

Maintenance and
Motor Vehicle Aid- Hudson County

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of the Hudson County agreements for motor vehicle aid in 1925 and the Hudson County road maintenance and betterment schedule for 1925.

Rejection of plans-
Morris County - General

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission rejected the plans and specifications on Green Village Road, Borough of Madison; and Fairmount Avenue, Borough of Chatham, Morris County, on account of the lack of funds and in order that the county may proceed with work from its own funds.

Route #9, Section #4

Plans for Route #9, Section #4, Borough of Dunellen, were reported completed and recommended for approval. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve the plans and specifications for the construction of Route #9, Section #4, Borough of Dunellen, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #20, Section #4

Plans for Route #20, Section #4, City of Millville were reported completed and recommended for approval. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve the plans and specifications for the construction of Route #20, Section #4, City of Millville,and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #9, Section#17, White House-Lebanon

Plans for Route #9, Section #17, White House-Lebanon, were reported completed and recommended for approval. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission a dopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve the plans and specifications for the construction of Route #9, Section #17, Whitehouse-Lebanon and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer

In this connection, the State Highway Engineer was directed to advise the Department of Institutions & Agencies in writing to get in touch with him for a discussion of the details of the contract for this section of road.

Route #11, Section #8

Commissioner Kidde reported the inspection of Route #11, Sec. #8, Kingsland Road, Nutley, and recommended acceptance of same.

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On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted the completed work and authorized final payment to the contractor on Route #11, Section #8, Kingsland Road, Nutley.

Minutes

Commissioner Kidde presented some corrections that he desired to be made in the minutes of the meeting of June 30th, and requested that these corrections be made and corrected copies forwarded to each of the Commissioners. He further requested that a list of the increases as passed by the Commission at that meeting be also included with the corrected copies when forwarded.

Route #11, Section #9

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission accepted the completed work on Route #11, Section #9, Washington Ave., Belleville, and directed that final payment be made to the contractor, Commissioner Kidde reporting that he had inspected this work and found same to be in satisfactory condition.

Hearing - Realignment, Route #6

State Highway Engineer Sloan presented the matter of the proposed realignment of State Highway Route #6 from Brooklawn to Woodbury and suggested that a hearing on this matter be held before final adoption of the line. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a hearing with reference to the realignment of Route #6, Brooklawn to Woodbury, be held at the next meeting of the Commission on September 8th.

Hearing - Realignment, Route #9

State Highway Engineer Sloan presented the matter of the proposed realignment of State Highway Route #9 through Clinton and suggested that a hearing be held before the line is adopted. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a hearing with reference to the realignment of Route #9 through Clinton be held at the meeting of the State Highway Commission on September 15th.

Route #1 - Newark

Commissioner Kidde reported that he and Major Sloan had met with the Board of Freeholders of Essex County and presented to them the tentative plan for Route #1 through Newark, and that a further meeting with Mayor Raymond of Newark was being arranged for at which the matter would be more fully discussed.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adjourned at 4:00 P.M. to meet in regular session on Tuesday, September 8th.

Respectfully submitted,

A. Lee Grover,

Secretary

MINUTES OF MEETING - September 8, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, September 8, 1925. The meeting was called to order at 11:00 A.M. by Acting Chairman Jelin.

Present: Acting Chairman Abraham Jelin, Messrs. Percy H. Stewart and Walter Kidde.

Absent: General H. L. Scott, on a trip to the West.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meeting of June 30th and July 9th and moved that the same be approved as mailed. This was seconded by Mr. Stewart and adopted.

Hearing-
Crescent Blvd., Camden

The Secretary Informed the Commission that a formal hearing had been arranged at the direction of the Commission on the matter of the proposed relocation of State Highway Route 6 between Brooklawn and Woodbury on the proposed extension of Route 6 to the Delaware River Bridge, and that a delegation was present with reference to this matter. The Secretary advised also that invitations to this hearing had been extended to all the municipalities affected by this proposed realignment and also the Boards of Freeholders of Camden and Gloucester Counties. On motion, duly seconded, this hearing was next taken up. There were approximately one hundred in attendance and Chairman Jelin requested that State Highway Engineer Sloan explain for the benefit of those attending, the proposed line for this section of the Route. State Highway Engineer Sloan advised that it was his recommendation to the State Highway Commission for the connection of the Crescent Route around Camden by way of State Highway Routes 6 and 20, together with other important County roads running into Westville, involving the use of Kings Highway from Browning Lane to its intersection with Route 6, thence over the tracks of the Pennsylvania Railroad Company, by undercrossing, to a new highway to be constructed parallel and North of the railroad connecting with State Highway Route 6 at a point such that the grade crossing immediately West of Woodbury is eliminated, that is to say, the new highway will be entirely on the North side of the railroad. He also stated that in connection with this construction and in order that the highways on the South side may be properly served, it is proposed to connect Route 6 with Cedar Avenue, and thence via Cedar Avenue through an existing underpass.

He further stated that his plans contemplated that the State carry out all the work on the North side of the railroad and that the municipalities affected shall carry out the connection from the existing Route 6 through Cedar Avenue to connect with Route 6, it being the obligation of the railroad company to bear the whole cost of providing the two underpasses at Brooklawn and Cedar Avenue. He estimated the cost of the entire project to be in the neighborhood of $2,000,000.00 of which the railroad company's share would be $300,000.00.

Commissioner Kidde requested information as to the number of grade crossings to be eliminated by this proposed new alignment. State Highway Engineer Sloan advised that the two heavy traveled crossings of Route 6 at Brooklawn and West of Woodbury would be eliminated and this arrangement will allow the elimination of three more crossings immediately West of the main crossing.

Chairman Jelin invited the delegation to speak and the meeting was first addressed by John S. Wells, Counsel for the City of Woodbury, who advised that the proposition which State Highway Engineer Sloan had explained for a new Route on the North side of the railroad (known to them as the West Side) was agreeable to his community, and he advised that as far as he knew. the City of Woodbury would be very willing to cooperate toward the local improvements.

Mayor Cox of Westville next spoke and stated that while they were heartily in accord with the proposed plan, they were unwilling that the State should relinquish Broadway through Westville as a State Highway and throw it back upon the municipality for maintenance.

Commissioner Stewart informed Mayor Cox that the State Highway Commission could not, under the law, maintain two different routes for the same part of the System and if a new line was adopted it would necessarily follow that the old line would be abandoned. Mr. Cox asked Mr. Lacy, representing the Board of Trade of Westville. to speak to the Commission and Mr. Lacy advised that the feeling of the citizens of Westville was as expressed by Mayor Cox; namely, that the proposed plans of the Commission are to be cooperated with in every way, but there is no desire to assume the burden of maintaining Broadway as a local street.

Commissioner Kidde explained that it was entirely possible that when the new highway was put through, the ratables to the municipality would be so increased that there would be sufficient income to provide for Broadway, which would, at any rate, be a purely local street and not the main traffic artery. Commissioner Kidde inquired as to what the feeling was concerning the closing of the grade crossings and locating the road on the North side of the railroad, and Mr. Lacy advised that this would be acceptable.

The next speaker, Mayor Horner of Brooklawn Borough, advised that although there had been no opportunity furnished to consider the proposed plans of the State Highway Department, the general idea was a good one and his community is heartily in accord with the elimination of the grade crossings, although his community is built on both sides of the railroad, and it is necessary for tradesmen and school children to pass from one side to the other. Before the crossing was eliminated he believed some study should be made of the local situation in Brooklawn to see if some plan could not be evolved to take care of this traffic by some method of underpass.

Chairman Jelin advised that Mayor Horner's approval of the plan would be recorded with the understanding that the local situation in Brooklawn for crossing the tracks was to be further investigated. He inquired whether the community would be willing to pay its share of the local connections through the road and he was advised in the affirmative.

Commissioner Kidde expressed a desire to make a personal inspection of the locality before any definite work was undertaken.

The next speaker was A. R. Kohler, Freeholder of Gloucester County, who advised that the Board of Freeholders of Gloucester County have no objection to the running of the road on the West side of the railroad other than voicing a formal objection against the return of any roads to the County. He also stated that it would appear to him that it was proposed to close too many crossings which would be a detriment to the local community.

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Chairman Jelin stated that it was generally considered a wise policy to eliminate as many grade crossings as possible, especially in view of the fact that the railroad companies are to be called upon to make large expenditures for these eliminations and it is only fair that their return shall be the elimination of certain crossings in the State.

Commissioner Kidde stated that he felt that the natural thing would be that the trade and business centers would accommodate themselves in time to the changed conditions created by the closing of the crossings, although as all public improvements generally turn out, a few are subjected to hardships for the benefit of a good many others.

Mr. Kohler called attention to the relief line laid out by the Advisory Board in its report, by way of Eighth Street, Camden, and he suggested that this should be considered.

Mr. J. J. Albertson, County Engineer of Camden County, advised that the roadway proposed under this hearing was for a very short distance in Camden County and as far as his County was concerned they were heartily in accord with the action of the State Highway Commission in eliminating grade crossings wherever possible.

Mr. Moore, speaking for West Deptford Township, advised that the improvement would not affect any of their highways but does affect them in the grade crossings, and he expressed approval in the action of the State Highway Commission in proposing to eliminate grade crossings through this section, which have for many years been dangerous.

Mr. J. B. Tyler, an Attorney of the City of Camden, was the next speaker. He advised that he represented the property owners of approximately 500 acres of land in that locality who urged the improvement of the proposed line about one mile East of the proposed location and the property owners of this tract would be willing to give the right of way on which there would be no grade crossings and would furnish a better line in their opinion from Camden to South Jersey and the seashore resorts.

Chairman Jelin advised that this plan would not result in the eliminating of any grade crossings on what were at present heavily traveled routes.

Mr. Tyler advocated the plan as relieving congestion on the remaining routes so that the eliminations would not be necessary and there would be no detriment to the local municipalities by the creation of dead ends by the closing of crossings.

Mr. Tyler introduced Mr. Kocher, Engineer for the City of Woodbury, who was Engineer for his clients and Mr. Kocher explained his views concerning this proposed new alignment.

Mr. J. C. Remington, Engineer for Westville and Center Township, next addressed the Commission and advised that all the communities are tremendously interested in the proposed realignment and he stated that the future would show what this improvement means to this section of the State, and he advised that everybody in general is in accord with the scheme and he believed, if carried out it would accomplish what has been undertaken, although there was considerable opposition to the return of responsibility to the local communities for the section of Broadway in Westville.

T. York Smith of Camden, owner of property located in a number of South Jersey districts. advocated the relocation as presented by Mr. Tyler as being of great benefit to the traveling public and voiced the necessity for the elimination of grade crossings.

There were further statements made by representatives from municipalities already called, and following these Commissioner Jelin advised that on behalf of the Commission he would thank those who appeared for their presence and suggestions and he assured all those present on behalf of the Commission that everything presented to the meeting would be given full consideration and that no definite action would be taken until the Commission had an opportunity to thoroughly consider and go upon the ground for a personal investigation. The hearing adjourned at 1:00 P.M.

The Commission then recessed for lunch to meet in regular session again at 2:00 P.M. The meeting was resumed at 2:00 P.M. with the same members present as at the morning session.

Memorials-Victory Bridge

State Highway Engineer Sloan presented a sketch prepared by the Engineering Division for the proposed tablets to be erected on the Perth Amboy - South Amboy Bridge, now known as Victory Bridge, in accordance with action of the Legislature. The Commission considered the wording upon this tablet and tentatively adopted the following, subject to change and proper form of characters, of letters and figures:

"1917 - 1918"

VICTORY BRIDGE

Dedicated as a memorial to the services of the
New Jersey Citizens in the World War.

Erected 1926

By

THE STATE OF NEW JERSEY

State Highway Commission,

Gen.H.L.Scott, Chairman,
Percy H.Stewart,
Walter Kidde,
Abraham Jelin,
Wm.G.Sloan, State Highway Engineer,
C.W.Hudson, Supervising Engineer.

Cape May-Lewes Ferry

The Secretary presented a communication from Senator W. H. Bright, of Cape May County, advising of a meeting held in Cape May City on Saturday, August 22nd, with the Presieent of the Maryland and Delaware Coast Railroad, who advised that his company was in a position to place two boats in service over the Cape May-Lewes Ferry and he advised that he would like to arrange a meeting at some early date with the members of the State Highway Commission, at Cape May, in order to further this project as much as possible. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that Senator Bright be advised that the State Highway Commission will be very glad to meet at Cape May for the purpose of discussing the possibilities in reference to the Cape May-Lewes Ferry, and suggesting that inasmuch as the Commission expects to make a detour of the southern section of the State early in November following the completion of State Highway Route 4, it would be desirable at that time to hold such a conference.

Permits

The Secretary informed the Commission that representatives of the New Brunswick Knitting Company had conferred with Commissioner Jelin prior to the Commission meeting on the matter of obtaining permission to open Raritan Avenue, which is State Highway Route 1 in the Borough of Highland Park, for the purpose of making a connection for a sprinkler system on their property with the water main running under this road.

Commissioner Jelin informed the Commission that from this conference he learned that this company is located in a residential section where the fire hazard is very great and it is very important that they have fire protection.

State Highway Engineer Sloan explained that Route 1 was completed a year ago and prior to its construction was posted against opening for five years unless an emergency existed. He advised that the Knitting Mills were so located that in order for them to reach water on any other street, they must pass their mains over private property, while the main on Raritan Avenue lies directly in front of their door. He presented a report from the Maintenance Division, outlining the various phases of the matter.

Commissioner Stewart inquired whether it would be possible for this company to tunnel beneath the road without disturbing the pavement and the State Highway Engineer advised in the affirmative.

Commissioner Kidde therefore moved that after careful consideration of the fire hazard involved, permit be granted to the New Brunswick Knitting Company for a service connection to the main under Raritan Avenue by means of a tunnel beneath the pavement and the opening which will be made to be backfilled with cement; all of the work to be done under the strict and careful supervision of the State Highway Engineer, and further that sufficient cash or bond be posted by the company as a safe-guard against any failure that may occur in the pavement within the year. This was seconded by Mr. Stewart and adopted.

Route 4, Toms River

State Highway Engineer Sloan explained to the Commission the complications involved in the proposed realignment at Toms River on Route 4 in securing approval of the Department of Commerce & Navigation to plans for a new bridge over Toms River. He presented to the Commission an opinion received from Assistant Attorney General Fred W. DeVoe, advising that it was not necessary for the Commission, under the law, to present plans to the Board of Commerce and Navigation for approval.

Commissioner Stewart, therefore, moved that in view of the complications outlined by the State Highway Engineer, that the matter be referred to the State Highway Engineer and Chairman Scott, upon his return, in order that it may be taken up with the authorities at Washington for future study.

The Secretary presented a resolution received from the Board of Freeholders of Ocean County, expressing approval of the action of the State Highway Commission in the proposed realignment of Route 4 at Toms River, and also requesting that a rehearing be given upon application to the Board of Commerce and Navigation in order that the Bridge matter can again be considered.

Bidders, List of

State Highway Engineer Sloan called attention of the Commission to the fact that in all the work advertised for construction, which involved considerable material, there was a hardship worked upon materialmen who expend large amounts of money in estimating as subcontractors and who cannot obtain direct contact with the general contractors. He recommended to the Commission that the policy of keeping the names of bidders closed, be reconsidered.

Commissioner Kidde therefore moved that the future policy concerning the names of contractors taking out plans and specifications, be such that in every contract involving material other than the ordinary road construction, the names of the prospective bidders be given to the materialmen and subcontractors. This was seconded by Mr. Stewart and adopted.

Request for Aid-Cape May County

The Secretary presented a communication received from Senator W. H. Bright of Cape May County, transmitting a petition from the residents of Cape May County for the improvement of the Seashore Road between Marshall's Corner and the Roosevelt Boulevard. Commissioner Stewart moved that the matter be referred to the State Highway Engineer for investigation and report at the time the Commission makes its South Jersey inspection. This was seconded by Mr. Kidde and adopted.

Request for Hearing-North Bergen Twp.

The Secretary presented a communication from the Township of North Bergen, forwarding a resolution, requesting the State Highway

Commission to hold a hearing to consider the proposition of taking over the Hackensack Plank Road or the Bergen Turnpike as part of State Highway Route 18-North. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that North Bergen Township be advised that a public hearing has already been held concerning the alignment for Route 18-North and the Commission will be glad to give this matter their careful consideration as soon as funds are made available to provide for the construction and maintenance of this highway, since bond issue moneys cannot be used for State Highway Route 18-North.

Right of Way-Route 8.

The Secretary presented a report from Hon. F. W. DeVoe, Assistant Attorney General advising that George W. Sherman, property owner on Route 8 at Mountain View, has entered an appeal from the award of the condemnation commissioners. On motion, duly seconded, this report was ordered filed.

There was presented a report from Assistant Attorney General F. W. DeVoe, advising that his report in connection with the Carl T. Forsburg condemnation on Route 8 at Mountain View under date of May 11, 1925, was incorrect in setting aside the Jury's award of $17,742.50, whereas the award was $18,742.50, together with interest at the rate of six percent from the date of filing of petition, which was June 26, 1924. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of correction in the amount to be paid to Carl T. Forsburg; namely, $18,742.50 with interest.

Request for Aid-Somerset County

The Secretary presented a communication from Freeholder Howard F. Wilson on behalf of the Board of Freeholders of Somerset County, requesting aid in the construction of the Old Turnpike Road from Bound Brook to the Manville Road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the freeholders of Somerset County be advised that there are no funds available from which aid could be granted for this work since the Motor Vehicle Aid account for distribution to the counties is entirely exhausted.

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Detours-Route 4

The Secretary presented a communication from the Borough of Metuchen, advising that the Council has decided that they will employ no additional policemen for the handling of extra traffic now detouring through the Borough. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Communications

The Secretary presented a communication from the Lions Club of Trenton, transmitting a resolution to the effect that their organization is interested in urging the State Highway Commission to take over and improve that section of highway running between Trenton and Pennington, being part of the Trenton -Buttzville route. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Lions Club be advised that the State Highway Commission has no funds from which this improvement could be accomplished and further that the offer as made by the Freeholders of Mercer County toward this work was not sufficient to alter the status of the funds.

Request for Hearing-Bradley Beach

The Secretary presented a communication from the Commissioners of Bradley Beach, requesting the State Highway Commission to arrange a conference with them in order that they might be advised concerning the status of the Ocean Boulevard. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that the communication be referred to the State Highway Engineer for conference with the Board of Commissioners of Bradley Beach at the earliest possible date.

Invitations

The Secretary presented a communication from the Association of Chosen Freeholders of New Jersey, advising of a meeting to be held on Monday, September 14th, at the Springbrook Country Club of Morristown and inviting the Commission to attend. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that each Commissioner be notified concerning this meeting and that the Secretary of the Association be advised that such members as will find it convenient to attend will do so.

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Right of Way-Route 1 Extension

The Secretary presented a communication from Judge Mark Sullivan, Special Counsel in Jersey City, returning bills of J. F. Gannon, Jr. and E. J. Maier, for services in connection with the Bowen condemnation appeal, and revised to an amount of $500.00 each. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the payment to J. F. Gannon, Jr. and E. J. Maier of $500.00 each for services in accordance with invoices attached.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the payment of $3,700.00 to F. Dunham for appraisals of property to date on Route 1 Extension, Jersey City.

Right of Way-Routes 4 and 7,
and Route 1 Extension.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the payment of the following amounts for appraisals on State Highway work:

Route 1 Extension, Jersey City,	Louis Adler,	$500.00
" 4,	White & Hess, Inc.,	30.00
" 7,	Samuel A. Lockwood,	30.00

Route 1 Extension, Newark

The Secretary presented a communication received from the Chamber of Commerce of the City of Newark, inviting the Commission to a conference to be held at the Chamber of Commerce Rooms on Wednesday, September 9th, for the purpose of discussing the proposed plans of the State Highway Commission for that portion of Route 1 Extension which is to go through Newark.

Commissioner Stewart stated that in view of the fact that the Commission has not received definite report from its Engineering Department as to a line through Newark, he did not feel that the Commission could place before the Chamber of Commerce of Newark, any definite information at this time.

Chairman Jelin then suggested that in view of this a communication be forwarded, outlining the position of the Commission, and that Commissioner Kidde could attend the meeting to learn what might develop in the discussion and which may be of value to the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the following letter was forwarded to Mr. C. R. Burnette, Committee Chairman:

September 8, 1925.

"C. R. Burnett, Esq.,
Chairman, Joint Committee, Newark Chamber of Commerce,
Newark, New Jersey.

Dear Mr. Burnett:

We beg to acknowledge receipt of your letter of September 3rd, in which you have so courteously invited us to take part in a discussion of our proposed plans for that portion of State Highway Route 1 which is to be built through Newark, at a meeting to be held on Wednesday, September 9th, at three P.M. in the Assembly Hall of the Newark Chamber of Commerce.

Our Commissioner Kidde and State Highway Engineer Sloan have attended conference with Mayor Raymond and the Board of Chosen Freeholders of Essex County, and we can assure you that we are considering every suggestion made to them and are incorporating what we believe feasible in our plans. There are four plans under consideration and our Engineering Department is going over the costs and the feasibility of each plan and any information that any public meeting can give us will be given consideration gladly.

Very truly yours,

STATE HIGHWAY COMMISSION,

Acting Chairman."

Commendations - Exhibits

The Secretary read a communication received from the President of the Flemington Fair, commending the exhibit placed at the Fair by the State Highway Department. In this connection, Commissioner Kidde presented a communication received from the Hoboken Board of Trade, advising of a proposed industrial exhibit during the month of October, at which time the advantages of the new Vehicular Tunnel would be shown and request was made that the Commission forward suitable photographs of the entrance highways. He moved that such photographs and data as was available be given. This was seconded by Mr. Stewart and adopted.

Construction Program - 1926

The Secretary presented a communication from Ralph Harcourt, Solicitor for Corbin City, advising the Commission that the residents of Corbin City are petitioning a hard surface road along Route 14 within the limits of that City, and he requested that the Commission hold up any action until this petition and consent to give the right of way is delivered to the Commission. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was ordered received and placed on file and contents noted for further consideration.

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The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route 20, Section 4, Millville

The State Highway Engineer presented the following report of bids received on August 31st for the construction of Route 20, Section 4, Millville, and recommended award to the lowest bidder:

Wallace, Tozour and Wall	$110 ,539.06
Stryker & Stryker	112,396.55
Michael Staub	114,061.24
John M. Reuter	117,542.25
Interstate Engr. & Const. Co	119,724.35
William Eisenberg	119,798.07
E. Riley Mixner Co	120,102.02
Acchione & Canuso Paving Co	122,665.25

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission adopted the following resolution of award:

RESOLVED, that the contract for the construction of Route 20, Section 4, Millville, be and the same is hereby awarded to Wallace, Tozour and Wall, of Millville, New Jersey, on theirs, the lowest bid, in the amount of $110,539.06, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts for this work after approval by the State Highway Engineer.

Westecunk Creek Br., Route 4,
M. P. 22.8

The State Highway Engineer presented the following report of bids received on August 31st for the construction of Westecunk Creek Bridge, on Route 4, M. P. 22.8, and recommended award to the lowest bidder:

Hill Construction Co	$16,011.06
Red Bank Construction Co	17,673.81
Ashbrook Cranmer	17,995.12
M. Staub & Kolyn Const. Co	18,991.52
J. W. Vandenburg & Co	19,769.08
Pinto & Felice	20,388.58
Rutter Bros. & Parker	20,440.45

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission adopted the following resolution of award:

RESOLVED, that the contract for the construction of Westecunk Creek Bridge, on Route 4 at M. P. 22.8, be and the same is hereby awarded to the Hill Construction Company of Mount Holly, New Jersey, on theirs the lowest bid in the amount of $16,011.06, and

BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts for this work after approval by the State Highway Engineer.

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Bridges-Route 9, Section 17.

The State Highway Engineer reported the completion of plans and specifications for five bridges on Route 9, Section 17, White House-Lebanon section, and recommended approval of advertisement for the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following resolution:

> RESOLVED, that plans and specifications for the construction of five bridges on Route 9, Section 17, White House-Lebanon section, be and the same are hereby approved, and
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> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the work after approval by the State Highway Engineer.

Connecting & Entrance Roads, Camden

The State Highway Engineer reported the completion of plans and specifications for construction grading of the Delaware River Bridge Connecting Road, Sections 1 and 2, in the Borough of Pensauken, and the Delaware River Bridge Entrance Road, Section 2 in the City of Camden, together with the relocation of Cooper River, and recommended approval of advertisement for the work. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following resolution:

> RESOLVED, that the plans and specifications for the construction grading of the Delaware River Bridge Connecting Road, Sections 1 and 2, in the Borough of Pensauken, and the Delaware River Bridge Entrance Road, Section 2, in the City of Camden, together with the relocation of the Cooper River, be and the same are hereby approved, and
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> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisements for the work after approval by the State Highway Engineer.

Route 9, Section 17

The State Highway Engineer reported the completion of negotiations with the State Department of Institutions and Agencies for the construction of Route 9, Section 17, Lebanon-Whitehouse section, and he presented a formal contract for approval by the Commission, and recommended its adoption. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission adopted the following resolution of award:

> RESOLVED, that the contract for the construction of Route 9, Section 17, Lebanon-Whitehouse section, be and the same is hereby awarded to the State Department of Institutions & Agencies, at the estimated cost of $252,363.60, and

September 8, 1925.

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts, after approval by the State Highway Engineer, and subject to approval of the State House Commission, for entering into this contract without first advertising for bids.

Route 4, Section 28.

The State Highway Engineer reported the completion of Route 4, Section 28, between Waretown and Barnegat, by the Union Paving Company, and recommended acceptance of the work. Chairman Jelin reported having inspected the work and recommended final acceptance. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the completed work on Route 4, Section 28, and authorized final acceptance.

Bridges M. P. 37.9 & 38.5, Route 4

The State Highway Engineer reported the completion of bridge over the Middle Branch of the Forked River at M. P. 27.9, and bridge over the North Branch of the Forked River at M. P. 38.5, on State Highway Route 4, and recommended acceptance of the work. Chairman Jelin reported having inspected the work and recommended final acceptance. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the completed work on bridges at M. P. 37.9 and 38.5 over the Forked River by the Hill Construction Company, and authorized final acceptance to be made.

Alloways Creek Br., Route 6, M.P. 3.7S

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission referred the completed work on Alloways Creek Bridge on Route 6 at M. P. 3.7S to Commissioner Jelin for final inspection.

Pompton River Br., Route 8, M.P. 9.1

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission referred the completed work on Pompton River Bridge, Route 8, M. P. 9.1 to Commissioner Kidde for final inspection.

Cedar Bonnet Bridge, Manahawken Bay

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission referred the completed work on Cedar Bonnet Bridge, Manahawken Bay, to Commissioner Jelin for final inspection.

Route 6, Section 16, Woodbury.

The State Highway Engineer reported the final completion of Route 6, Section 16, Woodbury, by the Union Paving Company, and recommended it for final acceptance. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the final acceptance of Route 6, Section 16, Woodbury.

Rights of Way

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of the following parcels of property and directed that a letter of thanks be forwarded to those who convey for a nominal consideration:

Connecting Road, Sec. 3, Camden.

Parcel	#77,	Christine Dangler, et al,	Consideration	$20.00

Route 3, Section 12, Egg Harbor-Hammonton

Parcel	#225,	Cassie G. Ehrler,	Consideration	$ 7.90
"	300,	Alfred Ricevuto, plus the placing of excess gravel in front of house,	"	1.00
"	310,	Placid Lucas,	"	1.00
"	314,	Frank Policastro,	"	1.00
"	318,	Anthony Rubba,	"	1.00
"	320,	Sabastino Grinceri, et ux,	"	1.00
"	322,	Chas. Hummel, et ux,	"	1.00

Route 3, Section 14, Absecon

Parcel	#4,	Atlantic City Realty Co.	Consideration	$ 1.00
"	10A,	Caroline F. Smith,	"	1.00
"	11,	Laura Adams, Single,	"	1.00
"	12,	Walter C. Adams, Single,	"	1.00
"	14,	Frank P. Gravatt,	"	1.00

Route 4, Section 29, Barnegat-Manahawken

"	1 & 1A	David P. Facklet Est. by Mrs.Eddy Treat,		$ 1.00

Route 4, Section 31, Tuckerton-New Gretna

Parcel	#25,	Wm. P. Chase et ux,	Consideration	$ 1.00
"	15 & 15A,	Kirk Loveland, plus understanding that door yard fence may remain open until road is widened by State, and lands outside of 66 foot right of way are to be vacated by the State so that they may revert to the owner of the adjacent property.	"	150.00

Route 4, Section 32, Rahway-Perth Amboy

Parcel	#15,	Matthew M. & Margaret Berry,	Consideration	$125.00

Route 7, Section 5, Jerseyville-Freehold

Parcel	#7,	A. Augenblick,	Consideration	$400.00
"	26,	Clifford H. Robertson, et al,	"	300.00
"	34 & 34A	Mayer Foosaner,	"	175.00

Route 14, Section 9, Oceanview-Seaville

Parcel #40,	Wm. Charles Stricker,	Consideration	$ 20.00
" 53 & 54,	Seaville M. E. Church	"	5.00
" 70,	Amelia Weil Hess,	"	8.55

Route 20, Section 1, Clayton-Glassboro

Parcel #88,	Mrs. E. E. Morrow,	Consideration	$ 94.00
" 90,	A. B. Misskelly,	"	193.00
" 91,	A. Crane,	"	72.00
" 92,	Clayton M. E. Church Trustees,	"	99.00
" 93A,	William Peterson,	"	73.00
" 93,	Milford H. Peterson,	"	56.00
" 94,	Irma E. Haegele,	"	1.00
" 96,	Chas. F. Skinner,	"	134.00
" 98,	Miss Mame Davis,	"	131.00
" 101,	John Buzby,	"	47.00

Right of Way-
Connecting Road, Sec. 4, Camden

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the payment of street assessment of Haddon Township on Stefan and Mary Wasilewski property on Connecting Road, Section 4, Camden, in the amount of $158.44.

Right of Way

Route 1 Extension, Section 2

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of Parcel #7 on Route 1 Extension, Section 2, from Karl Pfetsch, for the consideration of $14, 500.00, the owner agreeing to move his building off the land needed immediately.

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the purchase of the following parcels of property on Route 1 Extension, Section 2, and directed that condemnation proceedings as instituted be discontinued:

Parcel#2,	Prospero Buonadies, Owner,	Consideration	$4,750.00
" 3,	Nicola & Antonetta Galietta,	"	9,250.00

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that a further offer of $24,000.00 be made to Margaret Zeho and Antonette DeMarco, for Parcel #5 on Route 1 Extension, Section 2, and in the event of refusal that condemnation proceedings as already instituted be carried out.

Commissioner Jelin reported that the attorney for the Shranz and Rieb property on Route 1 Extension had taken up with him the matter of permitting the building of his clients to be moved subject to a satisfactory adjustment of the price with the Commission. He advised that the highest appraisal submitted for the property was above $84,000, and he was prepared to recommend that the same be accepted.

Commissioner Kidde advised that he had intended to investigate the property on the ground, but had not yet had the opportunity, and would take it up during the next week. The matter was, therefore, held up for the next meeting.

Right of Way-Route 4.

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved of agreement to be entered into with Richard Rue, property owner at the location of the New Amboy Bridge, by which he is afforded access to the South approach of the bridge from his property.

The State Highway Engineer reported that the owners of the Valentine property on Route 4 in Perth Amboy, are not interested in the offer as made to them by the Commission, in accordance with action taken at the last meeting, and he recommended that an offer of the rate of $2100 per acre for .589 of an acre, be made to M. D. Valentine for property required on Route 4 in Perth Amboy, and in the event of refusal that condemnation proceedings be instituted. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved and the following resolution of condemnation was adopted.

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 4, Section 33, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 24.

BEGINNING at a point formed by the intersection of the northerly side line of Waltrous Avenue with the proposed northwesterly right of way line of State Highway Route 4, Perth Amboy Bridge Cut-off, said point being distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 30 plus 82.30, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Perth Amboy Bridge Cut-off, Property to be acquired from M. D. Valentine & Brothers., in the City of Perth Amboy, Middlesex County, Scale: 1"=30', Jan. 1925" and running;

Thence (1) along said proposed northwesterly right of way line, parallel to and distant thirty-three (33) feet from the proposed center line, North twenty degrees, seventeen minutes, East (N20°17'E) a distance of five hundred twenty and fifty two one-hundredths (520.52) feet to a point in the dividing line between lands of grantor herein on the West and lands now or formerly of Henry Maurer on the East;

Thence (2) along said dividing line and crossing the proposed center line at Station 34 plus 81.92, South five degrees, one minute West (S5°01'W) a distance of two hundred fifty and sexty-five one-hundredths (250.65) feet to a point in the proposed southeasterly right of way line of said State Highway, distant thirty-three (33) feet normally from the proposed center line at Station 33 plus 61.02;

Thence (3) along said proposed southeasterly right of way line, parallel to and distant thirty-three (33) feet from the proposed center line, South twenty degrees, seventeen minutes West (S20°17'W) a distance of two hundred fifty-seven and forty-six one-hundredths (257.46) feet to a point in the aforesaid northerly side line of Waltrous Avenue;

Thence (4) along said northerly side line of Waltrous Avenue, crossing the center line at Station 30 plus 92.93, North eighty-seven degrees, thirty-four minutes, twenty seconds West (N87°34'20"W) a distance of sixty-nine and thirty-five one-hundredths (69.35) feet to the point and place of Beginning;

CONTAINING five hundred eighty-nine one-thousandths (0.589) of an acre, be the same more or less, as shown on said plan.

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right of way line, distant thirty-three (33) feet each side of the proposed center line, extending from the lands now or formerly of S.R.Kelsey on the South to the lands now or formerly of Henry Maurer on the North, as shown on said plan hereto attached;

IT IS HEREBY UNDERSTOOD AND AGREED that the cash consideration hereinabove agreed to is to be considered by both parties hereto as payment in full to the grantor, his heirs, lessees, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2100 per acre for .589 of an acre to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Route 4

Chairman Jelin reported on a conference held at Perth Amboy concerning the property of Hampton Cutter, needed by the Department in order that the contractor could proceed with his work. He advised that it was discovered that taxes remained unpaid on this property for some time and that there were records to show that the property was at one time sold for taxes. This resulted in a decision on the part of Cutter to sell his property.

Right of Way-Entrance Road

On recommendation of the State Highway Engineer, Commissioner Stewart moved that an offer of $2750 be made to John and Lena Goodman, for Parcel 31 on Entrance Road, Section 1, Camden, and in the event of refusal, that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Entrance Road, Section 1, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING, at a point in the southerly side of Linden Street ninety-nine and two tenths (99.2) feet from the intersection of the southerly line of Linden Street with the westerly line of Twelfth Street, said point being distant twenty-nine and ninety-eight hundredths (29.98) feet from and normal to the proposed center line of the Linden Street Branch of the State Highway Entrance Road in the City of Camden at Station 6 plus 89.67, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Camden Extension Division, Entrance Road, Property to be acquired from John & Lena Goodman, City of Camden, Scale 1" equals 20', January 1925," and running;

Thence (1) along the southerly line of said Linden Street twenty-two feet six inches (22'6") to a point, said point being in the dividing line between the properties situated at lots 1186 and 1188 respectively on Linden Street in the City of Camden;

Thence (2) along said dividing line southwesterly at right angles to the said Linden Street, forty-eight feet, six inches (48'6") to a point;

Thence (3) along the dividing line between the aforementioned properties southwesterly fifty-nine (59) feet to a point;

Thence (4) northwesterly and parallel to said Linden Street twenty-seven (27) feet to a point, said point being in the dividing line between the lots situated at 1186 and 1184 respectively on Linden Street in the City of Camden;

Thence (5) along said line northeastwardly at right angles to Linden Street six (6) feet to a point;

Thence (6) still along said dividing line northwardly fifty-four (54) feet to a point;

Thence (7) still along said dividing line and party wall northeastwardly at right angles to said Linden Street, forty-eight feet, six inches (48'6") to the point and place of beginning;

CONTAINING two thousand five hundred sixty-four (2564) square feet, be the same more or less;

INTENDING TO CONVEY all of that land now owned or controlled by the grantors situated at number Eleven hundred eighty-six (1186) Linden Street in the City of Camden.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2750 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Connecting Rd., Camden

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved the following purchase agreements for property needed on Connecting Road, Section 4, Camden Extension:

Parcels 2, 36 and 44, from Newton Co., Inc. for the consideration of $2,840.00,
Parcel 12, from Leon and Sara Dudevoir, to be acquired in exchange for property to be secured from Sarah C. Hasson adjoining,
Parcel 30 from Crane-Moore Realty Company, for the consideration of $7,100.00.

Right of Way-Route 15

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission, on recommendation from the State Highway Engineer, directed that an offer of $1375 be made to Lillian R. Bevier, for Parcel 9 on Route 15, Section 7, Menantico Creek-Mauricetown Road, to cover value of land and removal of buildings, and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route 15, Section 7, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point formed by the intersection of the southerly side line of South Street with the proposed easterly right of way line of State Highway Route 15, Section 7, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 301 plus 00.87, as shown on a plan attached, entitled "New Jersey State Highway Department, Route 15, Section 7, Property to be acquired from Lillian R. Bevier, Maurice River Township, Cumberland County, Scale 1" equals 50', April 1925, Revised September 1925," and running;

Thence (1) along said proposed easterly right of way line in a southerly direction, concentric with a distance thirty-three (33) feet radially from said proposed center line, along the arc of a curve to the left with a radius of 922.37 feet, a distance of two hundred thirty-three and two one-hundredths (233.02) feet to a point in the dividing line between lands of grantor herein on the North and lands now or formerly of Elsie M. Oliver on the South; thence (2) along said dividing line, North seventy-three degrees, fifty-five minutes West (N73°55'W) a distance of fifty-two and fifty-seven one-hundredths (52.57) feet to a point in the existing center line of said State Highway; thence (3) along said existing center line, North eleven degrees, forty-three minutes West (N11°43'W) a distance of one hundred three and fifty-five one-hundredths (103.55) feet to an angle point; thence (4) still along said existing center line, North sixteen degrees and forty-four minutes East (N16°44'E) a distance of one hundred thirty-three and forty-five one-hundredths (133.45) feet to a point in the southerly side line of South Street extended; thence (5) along said southerly side line, South seventy-three degrees, and fifty-five minutes East (S73°55'E) a distance of forty-one and fifty-seven one-hundredths (41.57) feet to the point and place of beginning;

CONTAINING one hundred twenty-eight one-thousandths (0.128) of an acre, be the same more or less, exclusive of existing roadway, as shown on said plan hereto attached;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed easterly right of way line and the existing center line of said State Highway, extending from the southerly side line of South Street on the North to lands now or formerly of Elsie M. Oliver on the South, as shown on said plan hereto attached.

IT IS HEREBY DISTINCTLY UNDERSTOOD AND AGREED that the grantor will remove or cause to be removed all buildings or structures from within the limits of the right of way hereinabove described within 60 days from the date of approval of this agreement by the State Highway Commission and will replace, reset or reconstruct all other improvements of any nature necessary to be reset, replaced or reconstructed, without any claims for additional compensation from the State.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $1375 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-Route 15

On recommendation from the State Highway Engineer, Commissioner Kidde moved that an offer of $75.00 be made to Clark L. Jordan, for Parcel 8 on Route 15, Section 7, and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution. This was seconded by Mr. Stewart and adopted.

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 15, Section 7, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point of curvature in the proposed westerly right of way line of State Highway Route 15, Section 7, distant thirty-three (33) feet radially from the existing center line of said State Highway at Station 299 plus 70.58, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 15, Section 7, Property to be acquired from Clark L. Jordan, Maurice River Township, Cumberland County, Scale 1" equals 50', April 1925", and running;

Thence (1) along said proposed westerly right of way line, in a northeasterly direction, concentric with and distant thirty-three (33) feet radially from the proposed center line of said State Highway, on the arc of a curve to the left with a radius of 922.37 feet, a distance of ninety-two and six-tenths (92.6) feet to a point in the southerly side line of South Street; thence (2) along said southerly side line, South seventy-three degrees, fifty-five minutes East (S73°55'E) a distance of four and sixty-four one-hundredths (4.64) feet to a point in the existing westerly right of way line of said State Highway; thence (3) along said existing westerly right of way line, parallel to and distant thirty-three (33) feet from the existing center line of said State Highway, South sixteen degrees, forty-four minutes West (S16°44'W) a distance of ninety-two and fifty-one one-hundredths (92.51) feet to the point and place of Beginning;

CONTAINING three one-thousandths (0.003) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right of way lines, thirty-three (33) feet each side of the proposed center line of aforesaid State Highway Route 15, Section 7, extending from the southerly property line of grantor to the northerly property line of lands of grantor at South Street.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $75.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of the said lands and premises.

Right of Way-Route 16

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission authorized a new agreement to be entered into with Roy R. Herron and Gertrude B. Herron for Parcel #21 on Route 16, Section 5A, between Somerville and Royce Valley in order that there may be separate payment for the removing of a building at the cost of $1250.00 and payment for land at the cost of $150.00, this being done so that the payment for building removal can be made as soon as the work is done without waiting for the clearing of the title for the land.

Route 13 Drainage.

The Secretary presented a communication from Assistant Attorney General DeVoe, advising that he would recommend proceedings to be entered into in the Court of Chancery for injunction in the industrial sites matter to compel opening up drainage. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Attorney General be notified to apply for an injunction in the Court of Chancery against the owners of industrial sites in order that they may be restrained from further obstructing the drainage of water from State Highway Route 13 near New Brunswick.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following additions, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

9-1-25	Wm. F. Ledger,	Sr.Cost Clerk	$ 125.00 mo.
8-17-25	Frank W. Grady,	Jr. Inspector	125.00 "
9-8-25	Joseph Smithard,	Draftsman	80.00 "
8-15-25	James H. Laffan,	Clerk-Typist	80.00 "
9-1-25	Chas. H.Malmesbury,	Rodman,	70.00 "
8-11-25	Chas. G. Purvis,	Motor Truck Driver	.45 hr.
8-14-25	Wm. J. Evans,	" " "	.45 "
9-1-25	Victor E.Wilkinson,	Mechanic,	.65 "
8-26-25	Malcom D. Carpentier,	Motor Truck Driver	.45 "
8-24-25	George Whitemore,	" " "	.40 "
8-19-25	John E. Lyons,	Garage Assistant,	.40 "
8-31-25	Milton Drake,	Motor Truck Driver,	.45 "
8-31-25	Jacob Beal,	" " "	.45 "

Salary & Title Change

9-1-25	J. Gustofson,		Asst. Civ. Eng.	$ 205.00 mo.
		to	Resident Engineer	220.00 "
9-1-25	Wilson Sharpe,		Junior Engineer	125.00 "
		to	Highway Inspector	155.00 "

Increases

9-1-25	W. H. Voorhees,	Junior Engineer,	$110.	to	$125. mo.
9-1-25	A. A. Quinn, Jr.	Bridge Foreman,	180.	"	190. "
9-1-25	Fred Hughes,	Gravel Patrolman,	98.	"	100. "
9-1-25	John H. Wallace,	" "	75.	"	80. "
9-1-25	James Cassaday,	" "	75.	"	80. "
9-1-25	Harry C. Short,	" "	75.	"	80. "

Discontinued Employments

9-8-25	Theo. Banks,	Asst. Test. Chem.	Resigned
9-9-25	L. W. Cohen,	Laboratory Asst.	"
9-14-25	Benj. Solway,	" "	"
9-12-25	P. G. Zimskind,	Asst. Test. Chem.	"
9-5-25	A. V. McGee,	Laboratory Asst.	"
8-22-25	Wm. Aronson,	" "	"
9- 5-25	Chas. C. Hewitt,	Title Searcher,	Laid Off.
8-21-25	Chas. J. Hartman,	Gravel Patrolman,	Resigned.
8-22-25	Wm. D'Arcy,	Office Boy,	"
8-22-25	David B. Sloan,	Rodman	"
8-31-25	J. B. Cramer,	Clerk-Typist	"
8-31-25	E. W. Kilpatrick, Jr.	Rodman	"
8-30-25	Frank P. DeRenzis,	"	Died
9-1-25	George Vogel,	Clerk-Typist	Resigned
9-15-25	W. C. Crossley,	Rodman,	"
9-1-25	Geo. S. Lodge,	Draftsman	"
9-15-25	William Bahr,	Laboratory Asst.	"
9-15-25	L. S. Downs,	Asst. Test. Chem.	"

Leave of Absence, Joseph Sullivan, Principal Clerk, 9-1-25 to 9-10-25

Route 14 - Taking Over

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the adoption of the following resolution taking over a portion of State Highway Route 14, Sections 10 and 11, between Seaville and Tuckahoe:

September 8, 1925.

WHEREAS, under the provisions of Article 3, Chapter 14, Laws of 1917, the State Highway Commission may, by resolution, take over as a State Highway any routes, route or part thereof, of those highways designated by the Act to be taken over as State Highways;

NOW, THEREFORE, BE IT RESOLVED, that the following described road be and the same is hereby taken over as a part of State Highway Route 14 according to the Statute in such case, made and provided, viz.;

BEGINNING at a point in the center line of the old Seaville and Tuckahoe Road, said point being at the intersection of the new northerly right of way line of Route 14, Section 10, as constructed, said point being measured thirty-three (33) feet normally from the center line of Route 14, Section 10, at about Station 1332 plus 85; thence (1) North seventy-one degrees, two minutes West (N71°02'W) a distance of twelve hundred fifty-four (1254) feet more or less to the point of curvature of a six (6) degree curve to the right with a central angle of twenty-eight degrees, forty-three minutes (28°43'); thence (2) along the arc of said curve a distance of four hundred seventy-eight and sixty-one one-hundredths (478.61) feet to the point of tangency of said curve; thence (3) North forty-two degrees, nineteen minutes West (N42°19'W) a distance of eighteen hundred thirty-two and forty-three one-hundredths (1832.43) feet to the point of curvature of a six (6°) degree curve to the left; thence (4) in a northwesterly direction a distance of three hundred sixty-seven (367) feet more or less to a point in the new northerly right of way line of Route 14, Section 11, said point being measured thirty-three (33) feet from the center line of Route 14, Section 11, at Station 1374 plus 77.

RESOLVED FURTHER, that the proper authorities of Cape May County be notified by the Secretary of this Commission of such action and that from and after the date hereof, the said road will constitute part of State Highway Route 14, and that this Commission will be responsible for the improvement and maintenance of the road described above.

BE IT FURTHER RESOLVED, that the County of Cape May be requested to file with the State Highway Department within thirty-(30) days of the date hereof, any agreement or copies of franchises that they may have with any public utilities, or any other company, firm, individual or corporation, affecting the construction, maintenance or use of the above described road.

Abandonment-Route 5

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolution of abandonment of three portions of Route 5, Section 12, Netcong-Canal Culvert section to the County of Morris:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 5 from Newark to the bridge crossing over the Delaware River about two miles above Delaware by way of Morristown, Dover, Netcong, Budd's Lake, Hackettstown, Buttzville and Delaware, and

WHEREAS, in the construction and improvement of the said State Highway Route 5, Section 12, from Netcong to Canal Culvert, it has been found desirable to relocate certain portions of the said Route for the purpose of betterment of the alignment, grade, etc., and

September 8, 1925.

WHEREAS, upon the construction of the said route and section of the revised line, there are portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT REVOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 5, Section 12, as hereinafter described, be and the same are hereby abandoned as a part of State Highway Route 5, Section 12, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

Portion No.1

Beginning at a point in the center line of the old road between Netcong and the Canal Culvert, where the said center line is intersected by the new southerly right of way line of Route 5, Section 12, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 62 plus 70; thence (1) in a southerly direction along the center line of the old road a distance of two hundred seventy-two (272) feet more or less to a point; thence (2) curving to the left a distance of one hundred eighty-two '182) feet more or less to a point; thence (3) in a northerly direction a distance of one hundred forty-eight (148) feet more or less to a point; thence (4) curving to the left a distance of one hundred seventy-one (171) feet more or less to a point in the new southerly right of way line of Route 5, Section 12, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 70 plus 21.

Portion No. 2

Beginning at a point in the center line of the old road between Netcong and the Canal Culvert where the said center line is intersected by the new southerly right of way line of Route 5, Section 12, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway about Station 86 plus 59; thence (1) in a southerly direction along the center line of the old road a distance of ninety-two (92) feet more or less to a point: thence (2) curving to the left a distance of one-hundred (100) feet more or less to a point; thence (3) still curving to the left a distance of two hundred nineteen (219) feet more or less to a point in the new southerly right of way line of Route 5, Section 12, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 90 plus 28.

Portion No. 3

Beginning at a point in the center line of the old road between Netcong and the Canal Culvert where the said center line is intersected by the new northerly right of way line of Route 5, Section 12, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 123 plus 8[illegible]; thence (1) in a northerly direction along the center line of the old road a distance of one hundred seventy-six (76) feet more or less to a point; thence (2) in a southerly direction and curving to the left a distance of one hundred thirty (130) feet more or less to a point; thence (3) in a southerly direction a distance of one hundred thirty-three (133) feet more or less to a point in the new northerly right of way line of

Route 5, Section 12, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 127 plus 61.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of the County of Morris, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intentiön of the State Highway Commission to abandon and vacate those portions of the old road between Netcong and the Canal Culvert as taken over January 15, 1920 lying outside of the limits of the fight of way of the new road as constructed between Station 62 plus 70 more or less and Station 127 plus 61, more or less, as shown on plans attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Abandonment-Route 9

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolution of abandonment of one portion of Route 9, Section 1, between Westportal and the Union Township line, to the County of Hunterdon:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 9, Elizabeth to Phillipsburg, by way of Westfield, Plainfield, Bound Brook, Somerville, White House, Clinton, Westportal and Bloomsbury, and

WHEREAS, in the construction and improvement of the said State Highway Route 9, Section 1, West Portal to Union Township Line, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said Route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 9, Section 1, as hereinafter described be and the same is hereby abandoned as a part of State Highway Route 9, Section 1, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

BEGINNING at a point in the center line of the old road as taken over, where the said center line is intersected by the new northerly right of way line of Route 9, Section 1, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 2 plus 61, and running thence (1) in an easterly direction a distance of three hundred eighty-one (381) feet more or less to a point in the center line of the road leading from West Portal to Asbury, said point being in front of the West Portal Hotel.

BE IT FURTHER RESOLVED, that a notice of this vacation be be forwarded to the Board of Chosen Freeholders of Hunterdon County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

IT BEING the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over September 1, 1919, lying outside the limits of the acquired right of way of the new road as constructed between Station 2 plus 61 more or less and a point in the center line of the road leaving from West Portal to Asbury, said point being in front of the West Portal Hotel as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Abandonment-Route 9

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the following resolution of abandonment of four portions of Route 9, Section 1, West Portal-Union Township Line to Bethlehem Township:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads, known as State Highway Route 9, from Elizabeth to Phillipsburg, by way of Westfield, Plainfield, Bound Brook, Somerville, White House, Clinton, West Portal and Bloomsbury, and

WHEREAS, in the construction and improvement of the said State Highway Route 9, Section 1, West Portal to Union Township Line, it has been found desirable to relocate certain portions of the said route for the purpose of betterment of alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there are certain portions heretofore used as part of the road before improvement which are no longer needed as part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 9, Section 1, as hereinafter described be and the same are hereby abandoned as part of State Highway Route 9, Section 1, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919.

Portion No. 1

Beginning at a point in the Township of Bethlehem, the center line of the West Portal-Jugtown Mountain Road, at its intersection with the center line of the road leading from West Portal to Asbury in front of the West Portal Hotel; thence (1) in a southeasterly direction a distance of seventy-four (74) feet more or less to a point; thence (2) still in a southeasterly direction a distance of ninety-nine (99) feet more or less to a point; thence (3) curving to the right for a distance of one hundred ten (110) feet more or less to a point; thence (4) in a southeasterly direction a distance of one hundred twenty-four (124) feet more or less to a point; thence (5) still in a southeasterly direction a distance of eighty-seven (87) feet more or less to a point; thence (6) curving to the right for a distance of one hundred sixty-three (163) feet more or less to a point in the new northerly right of way line of Route 9, Section 1, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 12 plus 47.

Portion No. 2

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new southwesterly right of way line of Route 9, Section 1 of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 13 plus 48 and running thence (1) in a southerly direction a distance of five hundred eighty-three (583) feet more or less to a point; thence (2) curving to the left for a distance of one-hundred forty-five (145) feet more or less to a point; thence (3) curving to the right for a distance of eighty-three (83) feet more or less to a point; thence (4) in a southerly direction a distance of three hundred forty-three (343) feet more or less to a point in the westerly right of way line of Route 9, Section 1, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 25 plus 26.

Portion No. 3

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new easterly right of way line of Route 9, Section 1, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 29 plus 48 and running thence (1) in a southeasterly direction a distance of two hundred ninety-one (291) feet more or less to a point in the said new easterly right of way line of Route 9, Section 1, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 32 plus 54.

Portion No. 4

Beginning at a point in the center line of the old road as taken over, where the said center line is intersected by the new northerly right of way line of Route 9, Section 1, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 35 plus 14 and running thence (1) in an easterly direction a distance of four hundred fifty-four (454) feet more or less to a point; thence (2) curving to the left for a distance of one hundred eighty-five (185) feet more or less to a point; thence (3) curving to the right for a distance of sixty-nine (69) feet more or less to a point; thence (4) in an easterly direction a distance of ninety-nine (99) feet more or less to a point; thence (5) still in an easterly direction a distance of one hundred six (106) feet more or less to a point: thence (6) in an easterly direction a distance of two hundred thirteen (213) feet more or less to a point; thence (7) curving to the right for a distance of forty (40) feet more or less to a point; thence (8) curving to the left for a distance of ninety-five (95) feet more or less to a point; thence (9) curving to the right for a distance of one hundred seventy-three (173) feet more or less to a point in the said new northerly right of way line of Route 9, Section 1, aaid point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 49 plus 37.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Township Committee of Bethlehem Township, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over September 1, 1919, lying outside the limits of the acquired right of way of the new road as constructed between the intersection of the center line of the West Portal-Jugtown Mountain Road and the center line of the road leading from West Portal to Asbury in front of the West Portal Hotel and Station 49 plus 37 more or less as shown on plans attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Abandonment-Route 14

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolution of abandonment of two portions of Route 14, Section 9, Ocean View-Seaville, to the County of Cape May:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 14, from Egg Harbor City to Cape May City, by way of Mays Landing, Tuckahoe and Cape May Court House, and

WHEREAS, in the construction and improvement of the said State Highway Route 14, Section 9, from Ocean View of Seaville, it has been found desirable to relocate a certain portion of the said Route for the purpose of betterment of the alingment, grade, etc., and

WHEREAS, upon the construction of the said Route and Section of the revised line, there are certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portions of State Highway Route 14, Section 9, as hereinafter described be and the same are hereby abandoned as a part of State Highway Route 14, Section 9, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919.

Portion No. 1

Beginning at a point in the center line of the old road between Ocean View and Seaville, where the said center line is intersected by the new easterly right of way line of Route 14, Section 9, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of said State Highway at Station 1152 plus 51 more or less; thence (1) in a northeasterly direction along the center line of the old road a distance of three hundred thirty-three (333) feet more or less to a point; thence (2) still along said center line of old road, in a northwesterly direction a distance of one hundred seventy (170) feet more or less to a point in the new easterly right of way line of said State Highway, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 1156 plus 27.

Portion No. 2

Beginning at a point in the center line of the old road between Ocean View and Seaville, where the said center line is intersected by the new westerly right of way line of Route 14, Section 9, of the New Jersey State Highway System, said point being thirty-three (33) feet normally from the center line of said State Highway at Station 1156 plus 90 more or less; thence (1) in a northwesterly direction along the center line of the old road, a distance of five hundred eighty-five (585) feet more or less to a point; thence (2) still along said center line of the old road, in a northerly direction a distance of seven hundred seven (707) feet more or less to a point in the new westerly right of way line of said State Highway, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 1168 plus 32.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Cape May County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 1152 plus 51 more or less and Station 1168 plus 32 more or less as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Abandonment-Route 14 ✓

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolution of abandonment of one portion of Route 14, Section 10, Seaville to Petersburg, to the County of Cape May.

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 14, from Egg Harbor City to Cape Map City, by way of Mays Landing, Tuckahoe and Cape May Court House, and

WHEREAS, in the construction and improvement of the said State Highway Route 14, Section 10, from Seaville to Petersburg, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of the State Highway Route 14, Section 10, as hereinafter described be and the same is hereby abandoned as a part of State Highway Route 14, Section 10, and vacated in accordance with the provisions of Chapters 14 and 15 of the Laws of 1917 and the amendment thereto in Chapter 220, Laws of 1919.

Beginning at a point in the center line of the old road between Seaville and Petersburg, where the said center line is intersected by the new westerly right of way line of Route 14, Section 10, of the New Jersey State Highway System, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at Station 1208 plus 59 more or less; thence (1) in a northeasterly direction along the center line of the old road a distance of two hundred fifty-eight (258) feet more or less to a point; thence (2) still along said center line of the old road, in a northeasterly direction a distance of three hundred seventy-two (372) feet more or less to a point; thence (3) still along said center line of old road, in a northeasterly direction a distance of ninety-five (95) feet more or less to a point; thence (4) still along said center line of old road, in a northeasterly direction a distance of one hundred twenty-six (126) feet more or less to a point; thence (5) still along said center line of old road in a northeasterly direction a distance of one hundred forty-four (144) feet more or less to a point in the new westerly right of way line of said State Highway, said point being measured thirty-three (33) feet normally from the center line of said State Highway at about Station 1218 plus 42.

BE IT FURTHER RESOLVED, that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Cape May County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between Station 1208 plus 59 more or less and Station 1218 plus 42 more or less as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Abandonment-Route 16

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the following resolution of abandonment of three portions of Route 16, Section 3, Bedminster Corner-Pluckamin, to the County of Somerset:

WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads known as State Highway Route 16 from Princeton to Morristown by way of Harlingen, Belle Mead, South Somerville, Pluckemin, Bedminster, Far Hills, Bernardsville and VanDorne's Mills, and

WHEREAS, in the construction and improvement of the said State Highway Route 16, Section 3, from Bedminster to Pluckemin, it has been found desirable to relocate certain portions of the said Route for the purpose of betterment of the alignment, grades, etc., and

WHEREAS, upon the construction of the said route and section of the revised line, there remain certain portions heretofore used as a part of the road before improvement which are no longer needed as a part of the improved State Highway;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain described portions of State Highway Route 16, Section 3, as hereinafter described be and the same are hereby abandoned as a part of Route 16, Section 3, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919.

Portion No. 1

Beginning at a point in the center line of the old road, said point being at the intersection of the said center line and the new westerly right of way line of Route 16, Section 3, said point being measured thirty-three (33) feet from the center line of the new road at about Station 402 plus 11; thence (1) in a southerly direction a distance of one hundred fifty-nine (159) feet more or less to a point; thence (2) curving to the left for a distance of one hundred seventy (170) feet more or less to a point; thence (3) still curving to the left a distance of one hundred (100) feet more or less to a point; thence (4) in a southeasterly direction a distance of sixty-four (64) feet more or less to a point; Thence (5) in a southeasterly direction a distance of one hundred fourteen (114) feet more or less to a point in the new westerly right of way line of Route 16, Section 3, said point being measured thirty-three (33) feet from the center line of the new road at about Station 407 plus 93.

Portion No. 2

Beginning at a point in the center line of the old road said point being at the intersection of the westerly right of way line of Route 16, Section 3, said point being measured thirty-three (33) feet from the center line of the new road as constructed at about Station 427 plus 44; thence (1) in a southwesterly direction a distance of two hundred fifty-seven (257) feet more or less to a point; thence (2) still in a southwesterly direction a distance of three hundred twenty-five (325) feet more or less to a point; thence (3) curving to the left for a distance of one hundred thirteen (113) feet to a point in the southerly right of way line of the road at Burnt Mills.

Portion No. 3

Beginning at a point in the center line of the old road, said point being at the intersection of the said center line and the new easterly right of way line of Route 16, Section 3, said point being measured thirty-three (33) feet normally from the center line of the new road as constructed at about Station 446 plus 25; thence (1) in a southeasterly direction a distance of one hundred thirty-eight (138) feet more or less to a point; thence (2) curving to the right a distance of one hundred twenty-four (124) feet more or less to a point; thence (3) in a southerly direction a distance of one hundred eighty-nine (189) feet more or less to a point; thence (4) in a southeasterly direction a distance of one hundred forty-two (142) feet more or less to a point in the said new easterly right of way line, said point being measured thirty-three (33) feet normally from the center line of Route 16, Section 3, at about Station 452 plus 20.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Somerset County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate those portions of the old road lying outside the limits of the new road as constructed between Station 402 plus 11 more or less and Station 452 plus 20 more or less as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Detours-Route 9

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted the following official detour during the construction of Route 9, Section 15-A, through Cranford:

> "Beginning at a point on North Avenue (Route 9) in the Township of Cranford, where the same is intersected by Miln Street and runs thence (1) northeasterly on Miln Street to Springfield Avenue; thence (2) southeasterly on Springfield Avenue to North Avenue (Route 9.

Route 4, Bradley Beach

There was presented a report from the Maintenance Department on the condition of Route 4 through Bradley Beach, concerning which the Borough made request for a new pavement by presenting a letter at the last meeting. This report indicated that with the repair of approximately 123½ square yards, the pavement will be put in first class shape and there is no need for reconstruction at this time. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that the Borough of Bradley Beach be advised that a report has been received concerning the pavement in the Borough and just as soon as traffic conditions permit, the necessary repairs will be made to place the entire section in first class condition.

Route 20 Widening-Westville

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of an agreement to be entered into with the Borough of Westville for such additional work as is necessary for the widening of Route 20, Section 3, through Westville.

Offices-State Highway

State Highway Engineer Sloan presented to the Commission a lease in duplicate covering space proposed to be taken by the State Highway Department in the Industrial Office Building at Newark, which building has been selected by the State Housing Committee for all State offices in Newark to concentrate in. It was proposed to move the Northern Division offices, now located in Newark, to this building. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission moved that Mr. John Reddan of the State Housing Committee be invited to meet with the Commission at its next meeting for a conference concerning this lease.

Entrance Road, Camden

The State Highway Engineer presented to the Commission certified copies of ordinances passed by the City Commissioners of Camden concerning the widening of Penn and Linden Streets. Inasmuch as he advised that it was apparent that the City is not complying with its part of the agreement entered into with the State, whereby the improvement of the Camden Extension of Routes 2, 3 and 6 to the Delaware River Bridge is not being undertaken, he recommended to the Commission that notification be forwarded to the City of Camden to the effect that the widening as proposed in their ordinances is not satisfactory to the Commission and they be requested to act in accordance with the contract entered into. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that these ordinances be referred to Assistant Attorney General DeVoe and the State Highway Engineer for the preparation of a proper letter to be forwarded to the City authorities of Camden in reference thereto.

Route 10, Ridgefield Park

There was presented a communication from the Mayor of Ridgefield Park on Route 10, advising that traffic conditions now existing at the junction of the Bergen Pike and Ridgefield Avenue in Ridgefield Park are such that it is necessary to make an improvement to the shoulders in order to reduce the traffic congestion existing. State Highway Engineer Sloan recommended to the Commission that shoulders be constructed on this section with an amiesite surface, work to be done by the Maintenance Department in accordance with the estimate submitted. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer for the improvement of shoulders on Route 10 through Ridgefield Park.

Absecon Boulevard, Atlantic County

The Secretary presented a communication from A. H. Nelson, County Engineer of Atlantic County, inquiring as to whether the Commission would approve of a payment to the Union Paving Company of one-half the retained percentage on the Absecon Boulevard, Atlantic County.

The Secretary informed the Commission that under existing legislation it is not possible for the Commission to reduce the retained percentage on any State Aid contract below the ten percent mentioned in the law. However, further payment to the contractor may be obtained where a job is practically finished by accepting all of the completed work and retaining 125 percent of the uncompleted portions. In this connection there was also presented a letter from the Union Paving Company, requesting an extension of time on this work. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission directed that County Engineer Nelson be advised that it is not within the power of the State Highway Commission to approve of a reduction in the retained percentage of any contract, but if a request is made for acceptance of the work, less 125 percent of the uncompleted portions, it would be given consideration, and further the State Highway Commission is desirous that the entire work be completed before the question of extension of time is taken up.

Route 9, Cranford

The State Highway Engineer presented to the Commission a form of resolution presented for adoption in order that the Township of Cranford may enter into a contract with the Public Service Electric & Gas Company for the construction, operation and maintenance of underground conduits on Route 9 between Miln Street and the Rahway River in Cranford.

State Highway Engineer Sloan recommended that this resolution be adopted in accordance with changes which he would suggest concerning the location of the conduits, their capacity and their future maintenance. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission adopted a resolution covering the above matter and in which is contained the changes recommended by the State Highway Engineer.

Federal Aid-
Route 2, Section 8.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Federal Aid Agreement No. 69C, Route 2, Section 8, Bridgeboro-Pensauken Creek.

Maintenance-Somerset County

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved the road maintenance and betterment schedule for 1925 for Somerset County.

Wenonah-Mantua Road, Gloucester Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by the Gloucester County Board of Freeholders for the Wenonah-Mantua Road to the Freehold Construction

Company at $147,757.84.

East & West Passaic Ave., Motor Vehicle Aid-Essex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved award of contract by the Essex County Board of Freeholders on East and West Passaic Avenue to the Franklin Contracting Company at $150,919.00.

Sparta-Woodport Road, Motor Vehicle Aid-Sussex Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by Sussex County Board of Freeholders for the Sparat-Woodport Road, to R. B. Cahill, Inc. at $84,084.75, Motor Vehicle Aid work.

Belleville Turnpike, Motor Vehicle Aid-Hudson Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of award of contract by the Board of Freeholders of Hudson County for Belleville Turnpike, to Letteri & Bellera at their bid of $49,866.25.

Mountain Avenue, Hackettstown, Motor Vehicle Aid-Warren Co.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifications as submitted by Warren County for Mountain Avenue, Hackettstown, Motor Vehicle Aid work.

Township Aid-Gloucester, Middlesex, Ocean and Union Counties

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved acceptance and final payment on the following Township Aid improvements:

Township	Road	County
Logan,	Bridgeport & Gibbstown (force account work)	Gloucester
Raritan,	Main Street,	Middlesex
Logan Beach,	13th St., Bonnett Beach, 14th, 15th, 17th 18th, 22nd, 23rd, 24th, 25th Sts., Beach Arlington, 26th, 29th, 30th Sts., Ship Bottom, Culber Ave., Jeanette Ave., Beach Haven Crest, Delaware Ave., and Beach Haven Terrace,	Ocean
Linden,	Cranford Avenue,	Union
"	Morris Avenue,	"

Township Aid, Middlesex, Bergen, Hudson and Monmouth Counties

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for the following Township improvements:

September 8, 1925.

Township	Road	County
Raritan,	Plainfield Ave., Section 1,	Middlesex
Hillsdale Boro,	Ruckman Avenue,	Bergen
North Bergen,	Hoboken & Hudson River Turnpike,	Hudson
Little Silver Boro.,	Church St., Prospect Ave. and Willow Drive,	Monmouth

Township Aid-Middlesex and Passaic Counties.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the following extensions of time on Township Aid improvements:

Main Street, Raritan Township, Middlesex County - fourteen days.

Bogart Street and Grant Avenue, Totowa Borough, Passaic County - from September 1st to September 15th.

Township Aid-
Bergen and Union Counties

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the award of the following Township Aid contracts:

Crescent Avenue, Sections 1 & 2, Franklin Township, Bergen County,
Valley Street, Union Township, Union County.

Township Aid-
Burlington, Camden, Cumberland, Gloucester, Hunterdon and Salem Counties

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following Township Aid Force Account Agreements:

County	Township	Name of Road
Burlington	Bass River	Warren Grove-Washington Road,
Camden	Berlin	Old Taunton Road,
"	Winslow	Mays Landing Road,
Cumberland	Landis	West Railroad Boulevard Road,
"	Downe	Turkey Point Road, Section 3,
"	Greenwich	Stoe Creek Road and others,
Gloucester	Elk	Swedesboro and Franklinville Road,
Hunterdon	West Amwell	Old Brunswick Pike,
Salem	Upper Penns Neck	Willey Road.

Township Aid-Ocean County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the following applications and agreements for Township Aid in Ocean County:

Township	Name of Road	State's Share
Long Beach	Beach Avenue,	$4,603.00
Lakewood	Park Avenue,	2,100.00
"	Prospect Street & Ridge Avenue,	3,597.00
Ship Bottom Boro	Ship Bottom-Beach Arlington Sts.,	7,500.00
Brick	Hubertsville-Greenville Road,	1,200.00

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Township Aid Cancellation

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the cancellation of an unexpended balance of $943.07 on Mill Lane Road, North Brunswick Township, Middlesex County, same to revert to the general Township Aid Account.

Main St., Pennington

Chairman Jelin reported having inspected the completed work on Main Street, Pennington, Mercer County and recommended that the same be accepted on the part of the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of the completed work on Main Street, Pennington and authorized final payment of the State's share thereon.

Sparta-Woodport

Commissioner Kidde reported having inspected the completed work on the Sparta-Woodport Road, Sussex County, and moved acceptance on the part of the Commission and that final payment be authorized. This was accepted by Mr. Stewart and adopted.

Fredon-Stillwater

Commissioner Kidde reported the inspection and moved final payment and acceptance on the Fredon-Stillwater Road, Section 1, Sussex County, State Aid work. This was seconded by Mr. Stewart and adopted.

Conferences

Commissioner Kidde reported having attended a conference of railroad officials and county authorities on the matter of reaching some agreement for the closing of navigable streams during certain hours of the day, in order that the opening and closing of draw bridges would not be necessary during such periods. He advised that there was special reference to the bridges over the Passaic and Hackensack Rivers and he had informed them that although he was not representing the Commission at this time, he believed the State Highway Commission was very much interested in such a movement.

Commissioner Kidde also reported concerning his attendance at a meeting of the Board of Freeholders of Essex County at Newark on the matter of Route 1 Extension over the meadows and to Newark and that the Board was now studying the suggested proposal of building a county bridge and also constructing a wide boulevard from where the new road crosses the Lincoln Highway into the City in order to accommodate the proposed improvements in Newark.

The Secretary informed the Commission that he had received a communication from General Scott, advising that he would return to his home on Saturday, September 12th. Commissioner Kidde, therefore, moved that the next meeting of the Commission be held on September 15th and that this meeting be adjourned at this time, 5:45 P M. This was seconded by Mr. Stewart and adopted.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - September 15, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, September 15, 1925. The meeting was called to order at 11:00 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Walter Kidde and Abraham Jelin.

Absent: Percy H. Stewart.

Realignment, Route #9 Clinton

The Secretary informed the Commission that in accordance with directions given by the Commission, a public hearing had been duly advertised to be held this day on the subject of realignment of State Highway Route #9 at Clinton, New Jersey. He advised that advertisements were placed in local papers and that there were about forty interested citizens present for this hearing. On motion, duly seconded, a hearing was declared next in order.

State Highway Engineer Sloan was called upon to explain the proposed change in alignment and exhibited a map on which was indicated in yellow the present State Highway Route and in a heavy red line the change in alignment. He informed the Commission that he was prepared to recommend a revision of Route #9 at Clinton for about 8000 feet. He advised that the State Highway now occupies the main street of the town and necessitates several right angle turns as well as a reconstruction of bridges, and in his recommendation the distance on the revised alignment is 450 feet shorter than the present route and the curves would be reduced to a maximum of three and one-half degrees. He also advised that the proposed line will involve less cost than the construction over the old line. The plan proposed to have the road leave the present Route #9, at the Clinton House on Main Street and run directly East making a new crossing over the Raritan River. It would pass over Leigh Street just North of Beaver Brook Bridge and continue easterly on the northerly side of the creek through Gano Brothers meadow to the intersection of Route #9 at the Morgan property. The delegation was given an opportunity to inspect these plans, and following this, Chairman Scott asked for statements from the local people.

Former Senator P. R. Gebhardt addressed the Commission and advised that he has resided in the Town of Clinton for may years and he recalled the flood of 1869 which wrought havoc in the Town of Clinton, and he stressed the point that he desired to warn the Commission in the building of any new line of the fact that such floods were possible and would interfere with the successful construction of a new line.

The State Highway Engineer informed the Commission that due consideration had been given in the new plan to the flood conditions which exist in this locality and the bridge had been so designed as to give greater clearance for the flow of water than exists on the old bridge. He also advised that openings were being provided in the new highway embankment which would permit the back water to find its way to the stream without flooding the country on the side of the road next to the town. He also stated that in certain instances, and in this case particularly, it was not anticipated that the highway would not be flooded but that would happen at very infrequent intervals.

Mr. J. F. Miers of Clinton was the only one to voice objection to the new line and asked that the line follow the present route, his objections being mainly on account of the water conditions which might be caused by the new road acting as a dam.

County Engineer Davis informed the Commission that the Freeholders had nothing to offer at this time except to say that the County would not like to have to take back the old road for maintenance if the new line was constructed.

State Highway Engineer Sloan informed the Comission that under the law the old road would have to be abandoned and would revert either to the County or the the local municipality.

Commissioner Kidde inquired whether assuming that the engineering features are properly taken care of, there were any objections to the new line proposed. He stated that he could see considerable advantage accuring to Clinton in the construction of the new line in giving an expansion to the locality.

State Highway Engineer Sloan also pointed out that to use the old line would necessitate the removal of considerable sidewalks and trees in order to gain extra width and would make it very objectionable to the community. There were no objections raised other than the statements made by Mr. Miers, and Chairman Scott informed the delegation that the Commission appreciates their coming down and expounding their views on the proposed new line and all that had been said would be carefully noted and whatever the decision will be, the Commission would assure them that the road will be entirely satisfactory.

Commissioner Kidde took occasion at this time to inquire concerning the dam used for securing water power to the old mill on this location. He suggested that if the mills would use electric power the damming of the water would be made unnecessary and this would relieve the flood dangers quite considerably.

Entrance and Connecting Roads, Camden

The Secretary informed the Commission that Mr. S. J. Groves, President of the S. J. Groves & Sons Company, low bidder on advertisement for Entrance Road Section #2, and Connecting Road, Sections #1 & #2, Camden, was present concerning the award of contract. State Highway Engineer Sloan informed the Commission that the following bids had been received for the grading and drainage of Entrance Road, Section #2, and Connecting Road, Sections #1 and #2 of the Camden Bridge approach and was prepared to recommended the award of contract to S. J. Groves & Sons Company, the lowe st bidder conditioned upon the approval of the War Department for the relocation of a section of the Cooper River Channel:-

S. J. Groves & Son......................	$ 758,710.45
C. F. Seabrook Co., M. Staub and Kolyn Construction Company............	759,081.70
S. S. Thompson & Co.....................	795,669.85
McLean Contracting Co....................	819,436.80

Commissioner Kidde therefore moved the adoption of the following resolution of award:-

RESOLVED that the contract for the grading and drainage of Entrance Road, Section #2, and Connection Road Sections #1 and #2, Camden Bridge Approach, be and the same is hereby awarded to S. J. Groves & Sons Company of Duncannon, Pa., at their's the lowest bid in the amount of $758,710.45; this award conditioned upon the approval of the War Department for the relocation of a section of the Cooper River Channel included in this work, and

BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts upon receipt of such approval from the War Department and the approval of the State Highway Engineer.

Offices, State Highway.

The Secretary informed the Commission that John A. Reddan, Budget Commissioner, was present at the request of the Commission concerning the proposed leasing of Newark headquarters for the Northern Division offices in the Industrial Office Building at Newark. The Commission then went into conference with Mr. Reddan, following which on motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that this matter be referred to the State Highway Engineer for the negotiation of lease in the Industrial Office Building.

Route #6, Brooklawn-Woodbury.

The Secretary informed the Commission that following the hearing given on the realignment of Route #6, between Brooklawn and Woodbury on September 8th, it was determined that the Commission make an inspection of this line. He inquired as to what date would be set for such an inspection. Chairman Scott advised that a tentative date had been selected for next Monday when he would accompany the State Highway Engineer to the War Department offices at Wilmington on the matter of the Toms River Bridge, and at that time he would inspect this section of road.

Commissioner Jelin advised that he had already made an inspection of the same and Commissioner Kidde stated that he would make the inspection within the next week.

Toms River Bridge.

The Secretary presented a communication from Governor Silzer transmitting a copy of a letter received by him from the President of the Board of Commerce and Navigation in which the Board of Commerce and Navigation advised that they were ready to grant a reconsideration in the matter of the Toms River Bridge and would set a date suitable to the State Highway Commission for a re-hearing. They also advised that they believed it would be desirable in every case where problems were to be presented by the State Highway Commission at a public hearing, that they be first taken up in conference with their body. On motion by Mr. Kidde, seconded by Mr. Jelin, the Communication was ordered acknowledged and filed.

Request for Aid, Rocky Hill.

The Secretary presented a communication received by Commissioner Jelin from Wm. H. Powell, President of the Atlantic Terra Cotta Company of Rocky Hill, requesting aid in the construction of a road from Ten Mile Run on the Lincoln Highway Route #13 to the Pennsylvania Railroad Station, passing Washington's Headquarters. State Highway Engineer Sloan advised that this was not State Highway improvement and that any aid must be first applied for by the local authorities. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that Mr. Powell be advised that this matter be taken up with the authorities of the Township in order that request may be made for Township Aid from the State funds.

Right of Way, Route 1, Extension.

The Secretary presented a bill from C. Alfred Burhorn for services in connection with appraisals on Route #1 Extension, in the amount of $25.00. On motion by Mr. Kidde, seconded by Mr. Jelin, this bill was ordered paid.

In connection with Route #1 Extension, Commissioner Kidde reported that in company with Assistant Construction Engineer Lavis he had attended a meeting of the Chamber of Commerce of Newark last Wednesday and that he had listened to a request for constructive criticisms on the proposed Route #1 Extension through Newark. It appeared from the discussion that most of those present were interested in the consideration of feeders from the outlying districts into Newark, and he advised that he had informed the local people that the consideration of the Commission was for through traffic and that any local feeders would be purely local improvements with some State Aid where possible. He advised that as a whole the meeting was very complimentary to the State Highway Commission and its staff and there was confidence expressed from all sides.

C Chairman Scott requested Assistant Construction Engineer Lavis to make a short statement concerning the progress being made in Jersey City. Mr. Lavis advised that plans were progressing so that the viaduct could be advertised in about a month. He advised further that relations with the Erie Railroad Company were satisfactory and that the right of way was being procured through the entire section in fair time and negotiations are now under way for the property on Twelfth Street.

On motion by Mr. Kidde seconded by Mr. Jelin, the meeting was recessed for lunch at 1:00 P. M., to meet again at 2:30 P. M. The meeting was reconvened at 2:30 P.M., with the same members present as at the morning session.

Route #7, Section #2.

The Secretary informed the Commission that Mr. Louis Reuter son of J. M. Reuter, contractor on Route #7, Section #2, was present for a hearing before the Commission. On motion, duly seconded, a hearing was granted. Mr. Reuter appeared and advised that his company had presented a claim to the State Highway Commission for $2,000.00 for extra expenses they were put to in returning to the job in the Spring after their equipment had been taken from the work upon its completion in the previous fall following which he informed the Commission that all of the work was completed last fall with the exception of a pavement on a fill which was constructed by the engineers to allow to settle and not to be paved until Spring. He advised, however, that the information to bidders stated that this fill would either be completed of gravel or concrete surface and his company was prepared to complete the gravel in the fall when they were instructed to lay off the work.

State Highway Engineer Sloan informed the Commission that under the contract, the Engineer may at any time for good reason, stop the work and the only redress of the contractor is an extension of time. He further pointed out that even though the contractor found it necessary to return the following Spring, the work was all done within the specified time. Commissioner Kidde stated that in view of Clause #34 in the contract he could not see that the Commission was obligated to the contractor in any way.

Following further discussion, Commission Jelin moved that the matter be given consideration by the Commission in conference. This was seconded by Mr. Kidde and adopted. The Commission immediately went into conference on this matter and following this Commissioner Kidde moved that the State Highway Commission deny the claim of J. M. Reuter & Son for extra compensation on the construction of Route #7, Section #2. This was seconded by Mr. Jelin and adopted.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #9, Section #4, Dunellen.

There was presented the following report of bids received on September 14th, for the paving of trolley tracks on Route #2, Section #4, at Dunellen, and the State Highway Engineer recommended award to Martin White, lowest bidder:-

Martin White....................	$ 24,533.60
John Meehan & Son...............	25,828.40
Joseph F. Burke.................	31,564.00
Samuel Sampson..................	32,630.00

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the adoption of the following resolution:-

RESOLVED, that the State Highway Commission does hereby make award of contract for the paving of trolley tracks on Route #9, Section #4, at Dunellen, to Martin White, at his, the lowest bid received, in the sum of $24,533.60, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #4, Section #13-A and 20B

State Highway Engineer Sloan reported the completion of plans and specifications for the construction of Route #4, Section #13-A, Manasquan Bridge Approach paving and Section #20-B, Manasquan Grade Crossing Elimination paving in Monmouth and Ocean Counties and he recommended approval for the advertisement of the work.. On motion by Mr. Jelin seconded by Mr. Kidde, the State Highway Commission approved the adoption of the following resolution:-

RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #4, Section #13-A, Manasquan Bridge Approach Paving, and Section #20-B, Manasquan Grade Crossing Elimination Paving in Monmouth and Ocean Counties, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Route #4, Section #25.

State Highway Engineer Slaon reported the completion of plans and specifications for the construction of Route #4, Section #25, South Amboy-Cliffwood in the Counties of Middlesex and Monmouth and recommended approval of advertisement for the work. Commissioner Jelin inquired as to whether it would be possible to make any change inthese plans whereby this work could be extended to a width of forty feet without destroying the existing brick pavement at Morgan. State Highway Engineer Sloan advised that this would be impracticable due to the fact that the new line will take a new alignment which would necessitate the removal of a part of the existing brick pavement in the proposed scheme. Commissioner Kidde therefore moved the adoption of the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve plans and specifications for the construction of Route #4, Section #25, South Amboy-Cliffwood in the Counties of Middlesex and Monmouth, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

This was seconded by Mr. Jelin and adopted.

Right of Way, Route #3.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the acceptance of quit claim deed for Parcel 307, on Route #3, Section #12, from Placid Lucas for the consideration of $1.00 with thanks.

Right of Way, Route #4.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the acceptance of a quit claim deed for Parcel #26 on Route #4, Section #31, from John A. Sworebell, for the consideration of $1.00 with thanks.

Right of Way, Route #3.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #63 on Route #3, Section #13, from Anna M. and Harold McKissick for the consideration of $15.50.

Right of Way, Route #7.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $100.00 be made to H. P. Burdge for Parcel

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#3 on Route #7, Section #5, and in the event of refusal to accept that condemnation proceedings be entered into in accordance with the following resolution:-

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route #7, Section #5, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:-

Parcel No. 3

Beginning at a point formed by the intersection of the dividing line between lands of the grantor herein on the northwest and lands now or formerly of William S. Bergen on the southeast, with the proposed northeasterly right-of-way line of State Highway Route #7, Section #5, distant thirty-three (33) feet normally from the proposed center line of said State Highway at Station 537 + 65.07 as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route #7, Section #5, Property to be acquired from Harry P. Burdge, Howell Township, Monmouth County, Scale 1" = 50', February, 1925", and running:

Thence (1) along said dividing line, South thirty-eight degrees and fifty-three minutes West (S 38° - 53' W) a distance of sixteen and seven tenths (16.7) feet to a point in the existing northeasterly side line of the road leading from Asbury Park to Freehold, also known as State Highway Route #7, Section #5:

Thence (2) along said existing northeasterly sideline, parallel to and sixteen and five tenths (16.5) feet distant normally from said proposed center line, North forty-two degrees and twenty-three minutes West (N 42°-23'-W) a distance of two hundred sixty-seven and fifty seven one-hundredths (267.57) feet to a point in the dividing line between lands of the grantor herein on the southeast and lands now or formerly of Frank H. Matthews on the northwest;

Thence (3) along said dividing line, North forty-six degrees and fifty-five minutes East (N 46°-55'-E) a distance of sixteen and five tenths (16.5) feet to a point in the proposed northeasterly right-of-way line of said State Highway;

Thence (4) along said proposed northeasterly right-of-way line, parallel to and thirty-three (33) feet distant normally from said proposed center line, South forty-two degrees and twenty-three minutes East (S42°-23'E) a distance of two hundred sixty-five and twenty-three one-hundredths (265.23) feet to the point and place of beginning;

CONTAINING one thousand nine ten-thousandths (0.1009) of an acre, be the same more or less

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the existing northeasterly side line and the proposed northeasterly right-of-way line, of said State Highway, extending from the lands now or formerly of William S. Bergen on the southeast to the lands now or formerly of Frank H. Matthews on the northwest, as shown on said plan hereto attached;

TOGETHER WITH all the rights, title and interest of grantor in and to the land lying within the bounds of the existing highway, adjoining the above described premises.

Right of Way, Ringoes-Flemington Road.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved payment of $72.30 to the Treasurer of Hunterdon County, covering bill presented for expenses in connection with the acquisition of right of way on the Ringoes-Flemington Road.

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Right of Way, Route #1, Extension.

The State Highway Engineer presented to the Commission a copy of ordinance adopted by the City Commission of Jersey City in connection with the E. W. Cox property on Route #1 Extension, in which resolution the City resolved to direct the E. W. Cox Company to stop all construction work upon the land required by the State and to change its plans so as to conform to the requirements of the State Highway Commission. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that this resolution be acknowledged and referred to the State Highway Engineer in order that the might take the same up with the special counsel for the Commission in Jersey City, in order that sufficient notice be given the E. W. Cox Company so that the interests of the State may be fully protected.

Right of Way, Connecting Road, Camden.

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the purchase of Parcel #22 on Camden Extension Connecting Road, Section #4 from Anna Bave, widow for the consideration of $16,000.00, the owner reserving the garage on the rear of the property and to remove the same at her own expense.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel #20 on the Camden Extension Connecting Road, Section #4, from Anthony and Vera Skowron in consideration of thetransfer of a triangular portion of land fronting on Collings Avenue, adjacent to lands of grantor and outside of the 80 foot right of way, which land is to be secured by the State for the grantors from Clara M. B. Davidson, the grantor to pay to the State the sum of $100.00 in addition to the conveyance of the parcel above mentioned and described in the agreement.

Right of Way, Route #3, Absecon.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of the following parcels of property on Route #3, Section #14, in Absecon, with a letter of thanks to the owners

Parcel		Consideration
#9	Samuel Crowley,	$ 476.00
#18	Frank P. Gravatt,	1.00

Parcel		Consideration
#5, 19 and 23,	Atlantic City Realty Co.	$ 1.00

Right of Way, Route #1 Extension.

On motion by Mr. Kidde, the State Highway Commission approved of the purchase of Parcel #25, on Route #1 Extension, Section #2, Jersey City, from F. F. Kruse, for the sum of $30,000.00 and directed that condemnation proceedings heretofore instituted be discontinued. This was seconded by Mr. Jelin and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of Parcel #23 on Route #1 Extension Section #2, from F. F. Kruse for the consideration of $4,500.00, and directed that condemnation proceedings heretofore instituted be discontinued.

Commissioner Kidde reported that he had investigated the appraisals made upon the property of Schranz & Beiber on Route #1 Extension, Jersey City, as referred to him at the last meeting and he was prepared to recommend approval of the purchase of this property from the owners for the consideration of $84,000.00. Commissioner Jelin, therefore moved that the State Highway Commission purchase the property of Schranz & Beiber known as parcel #24 on Route #1 Extension, Section #2, Jersey City, and the condemnation proceedings heretofore instituted be discontinued upon the acceptance of this amount by the owner. This was seconded by Mr. Kidde and adopted.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the purchase of property and lease on Route #1 Extension from the Interstate Oil Company, F. P. Boland, President, for the consideration of $10,963.00; the grantor to be given the right to salvage such parts of the building and equipment as they may desire, and it was directed that condemnation proceedings as instituted be discontinued upon the receipt of this amount.

Route #18-North, LeMoine Avenue.

State Highway Engineer Sloan presented to the Commission plans and specifications as prepared by Bergen County for the construction of LeMoine Avenue extension on Route #18-North in the Borough of Fort Lee, and he advised that these plans were for a 30 foot paved width and the specifications were not in accordance with the Standard

Specifications of the Department. He recommended that the plans and specifications be returned to the County for revision and correction, the requirement to be made that the pavement shall be at least 36 feet between curbs and the specifications to be drawn in accordance with the State's standard specifications for similar work. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer as to LeMoine Avenue Extension work was approved.

Federal Aid, Route #16. Sec 5

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved Federal Aid Agreement #71, Section A, for Route #16, Section #5-A, Somerville-Royce Valley Section.

Route #16, Grade Somerville Crossing Elimination.

In this connection, Commissioner Kidde inquired as to what progress was made concerning the application to the Public Utility Commission for elimination of Grade Crossing at South Somerville. The Secretary advised that this matter had been forwarded to the Attorney General for preparation of necessary application forms. Commissioner Kidde therefore moved that the Attorney General's Department be asked for information concerning the progress in this matter. This was seconded by Mr. Jelin and adopted.

Employments.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases as made in the employments by the State Highway Engineer since the last meeting of the Commission:-

Employed

9/1/25	Maxwell C. Barber,	Rodman	$ 90.00 per mo.
9/14/25	Harry E. Turner,	"	90.00 " "
9/15/25	Philip I. Belikove,	Title Searcher,	150.00 " "

Salary and Title Change

9/15/25 Herman Kramer, Sr. Clk. Sten. at $125. to Prin. Clk. at $145.00

Employed - Hourly basis.

9/14/25	Frank Del Piano,	Mechanic,	.60 per hour.
9/14/25	Harry L. Hullfish,	Garage Assistant,	.45 " "
9/1/25	William Mattson,	Motor Truck Driver,	.45 " "
9/125	Samuel Shebell,	" " "	.50 " "
8/27/25	Walter Freestone,	" " "	.45 " "

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Discontinued Employments

9/21/25	Charles Laube,	Designer,	Resigned
9/5/25	A/ M. FitzRandolph,	Junior Inspector,	"
9/5/25	Ralph L. Bloor,	" "	"
9/1/25	Emil Muckenstrum,	Gravel Patrolman,	"
8/31/25	Paul F. Cranston,	Chainman	"
9/15/25	Margaret Engemann,	Clerk Typist,	"
9/30/25	Charles E. Brown,	Designer	"

Right of Way, Route 1 Extension.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the form of agreement to be entered into with the New York Railroad Company and the New Jersey Junction Railroad Company for the crossing of the Jersey Junction Railroad tracks and the necessary right of way on Route #1 Extension in Jersey City.

Route #6 Realignment

The State Highway Engineer recommended to the Commission the approval of plans showing the proposed alignment of State Highway Route #6, and the Crescent Route in the vicinity of Westville, as discussed at the last meeting of the Commission. On motion, duly seconded, this matter was ordered deferred until after an inspection by the Commission of this alignment.

Materials -

Imported Cement.

The State Highway Engineer presented a letter from the Camden Terminal Company concerning the importation of Belgian Cement and suggesting its use on the work in the vicinity of Camden. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that the communication be referred to the State Highway Engineer to make answer that the samples submitted do not in all particulars meet the requirements of the State specifications, but the Commission is watching with interest the importation of foreign cement and it is possible that at a later date the department will be able to give same favorable consideration.

Detours - Route 4

King Georges Road, - Woodbridge.

The State Highway Engineer presented a letter received from Woodbridge Township Committee, Middlesex County, advising that only one bid had been received for the repair of King Georges Road, and suggesting that the Commission pay its share toward this work as allotted, and also asking for additional funds if available. There was presented a report from the State Highway Engineer advising that the repairs contemplated on King Georges Road do not apply to the existing pavement, and he cannot understand what work the township has in contemplation. He recommended that the allotment of $10,000 as made be given the township with the distinct understanding that it is to assist them in maintaining such of their roads as will be subject to additional traffic due to Route #4 construction and not for any specific job. On motion by Mr. Kidde, seconded by Mr. Jelin, The Commission directed that the communication be referred to the State Highway Engineer for conference with the local authorities.

Woodstown-Swedesboro Road, Salem County

A resolution was presented from the County of Salem in which it was determined to construct the Woodstown-Swedesboro Road, with concrete pavement and authorized surveys to be made. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the "consent to survey" for Woodstown-Swedesboro Road, Salem County, and ordered the same filed.

Maintenance Materials, Camden Co.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved specifications for an additional 100,000 gallons of S.C.O. for treatment of Camden County gravel roads.

Camden County Maintenance

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the request of Camden County Freeholders for tranfer of $29,000 from Kings Highway to the improvement of Laurel Road, extending from Blackwood-Clementon Road, to the Chews Landing-Clementon Road, and the oiling oftwelve miles of gravel roads.

Final Inspections.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission referred the final inspection of Lambertville-Hunterdon County line Road to Chairman Scott, the same being reported as completed.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission referred the final inspections on River Road, and also on Prospect Avenue, in Essex County, to Commissioner Kidde, the same being reported as completed.

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Cedar Bonnet Bridge,
Manahawken Bay.

State Highway Engineer Sloan reported to the Commission that he had received request for extension of time from the Krellwitz Contracting Co., on the construction of Cedar Bonnet Bridge. He explained that the date of completion was set for May 1, 1925, and the work was not entirely completed until July 23th, a total of 84 days. There was presented a recommendations from the Bridge Engineer for an extension of 5 days. The State Highway Engineer further explained that the bridge was open to river traffic on May 19th. Commissioner Jelin stated that he understood that the contractor had had considerable difficulty on account of his being unfamiliar with the work. Commissioner Kidde stated that the contractor had demonstrated his incompetence as a contractor and in the matter of penalty the same be inflicted for the time between May 1st and 19th, and the remainder be granted as an extension of time. He therefore moved that an extension of time of 66 days be granted. This was seconded by Mr. Jelin and adopted.

Township Aid Cancellation.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the concellation of $8,100 available for work on Hollywood Avenue, Long Ave., Maple Ave., and Williamson Borough, in Hillside Township, Union County.

Township Aid, Passaic County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the award of contract by Wayner Township, for Garside Lane, in Passaic County.

Township Aid, Salem County.

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the acceptance and final payment on Force Account Statement, in Mannington Township, Salem County.

Township Aid, Cape May County

On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission approved the following township aid force account agreements:-

William St. Goshen, Middle Township,	Cape May County.
Swainton-Goshen Road, " "	" " "
Stepson's Island Road, Sec.2, Dennis Twp.	" " "

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Township Aid, Camden County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the township aid force account agreement for Garfield Ave., in Chesilhurst Boro., Camden County.

Township Aid, Hudson County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved the award of contract on Hoboken and Hudson River Turnpike, in North Bergen Township, Hudson County, to John J. McGarry, lowest bidder at $41,167.50.

Route #1 Extension, Right of Way.

State Highway Engineer Sloan again presented the matter of the Mayer Klausner property on Route #1 Extension, Jersey City, and advised that no further action had been taken since the last meeting. He recommended that the Right of Way Agent be directed to visit Mr. Klausner and to advise him that unless he finds some way to take care of his tenant, the Commission will not pay the agreement for $35,000.00. On motion by Mr. Kidde, seconded by Mr. Jelin, this recommendation was approved and the State Highway Engineer was directed to follow the procedure as outlined.

Alloways Creek Bridge, Route #6.

Commissioner Jelin reported the inspection and final acceptance of Alloways Creek Bridge, on Route #6, M. P. 3.78. This was seconded by Commissioner Kidde and adopted.

Cedar Bonnet Bridge, Manahawken Bay.

Commissioner Jelin reported the inspection and moved final acceptance of Cedar Bonnet Bridge over Manahawken Bay. This was seconded by Mr. Kidde and approved.

Mountain Avenue, Hackettstown

The State Highway Engineer reported that bids had been received by the town of Hackettstown for construction of Mountain Avenue and he would recommend ward by the town to the lowest bidder. On motion by Mr. Kidde, seconded by Mr. Jelin, the award of contract by the town of Hackettstown was approved.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was adjourned at 5 P. M., to meet in regular session on Tuesday, September 22nd, at 10:30 A. M.

Respectfully submitted,
A LEE GROVER,
Secretary.

MINUTES OF MEETING - September 22, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, September 22nd. The meeting was called to order by Chairman Scott at 10:30 A. M.

Present: General Scott, Chairman; Messrs. Percy H. Stewart, and Abraham Jelin.

Absent: Hon. Walter Kidde, from the morning session, who was attending the funeral services of Hon. Thomas F. McCran.

Signs, City of Rahway.

Mr. Stewart stated that he had received a request from the Mayor of Rahway that a hearing be given to representatives of that city, and moved that such a hearing be granted. Mr. Frank Remer, Traffic Sergeant of the Rahway Police Department, together with Major Horni representing the Horni Signal Company, appeared before the Commission with reference to obtaining permission from the Commission to place a new traffic signal at the intersection of Route #1 and #4 at the Pennsylvania Railroad arch. They explained to the Commission the fact that this was a very important intersection where the traffic from New Brunswick meets the traffic from Perth Amboy and the seashore, and they felt that the installation of this signal which would be of the stanchion type was the best method of controlling this traffic. They further stated that they had experimented with an overhead signal at another intersection and it had not performed satisfactorily. They also explained that they would like to have this permission granted at an early date in order that they might proceed to have the necessary conduits placed before the pavement is completed on Route #4 at this point. Major Sloan stated that he felt the necessity of taking care of the traffic on the highways was a very important matter, but that he was very strongly opposed to any signal device that would be an obstruction on the highway. After a further discussion as to the merits of various types of singals, Commissioner Stewart informed the delegation that the Commission would be glad to give this request consideration but felt that they would have to follow the recommendations of the State Highway Engineer in the matter, especially as this same question has been up in a number of cases and the Commission has had to lay down a gen eral rule as to the installation of signals on the highways.

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Monmouth County, Township & Borough Aid.

Mr. George K. Allen, County Engineer of Monmouth County, appeared before the Commission and reported that the Borough of Little Silver, for which he was engineer, had received bids and awarded a contract for Church Street, Prospect Avenue, & Willow Drive, in that borough, and requested the Commission's approval of this award in order that the work might be gotten under way at once. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the award as made by Little Silver Borough to Conrad Sebolt, on his low bid of $59,524.70, for the construction of Church Street, Prospect Avenue, and Willow Drive, in that Borough.

Sidewalks, Detour, Route #4.

A communication was presented from the River Plaza & Vicinity Tax Payers Association, Inc., of Middletown Township, requesting that the Commission send a committee to look into the question of placing sidewalks along the detour in the vicinity of Red Bank made necessary by the construction of the Navesink River Bridge. On motion by Mr. Stewart seconded by Mr. Jelin, the Commission directed that this communication be acknowledged with the advice that the Commission regrets it can take no action inthis matter as there are no funds available for construction of sidewalks and the Commission is not authorized under the law to expend money for same.

Request for Hearing, Route #18-North.

There was presented a communication from Hon. Charles J. Morris, Mayor of North Bergen Township, in Hudson County, further urging that the Commission arrange to hold a hearing in reference to the taking over of the Paterson Plank Road or Bergen Turnpike as a part of State Highway Route #18-North. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that Mr. Morris be advised that a hearing will be held on this matter at a time and place to be mutually agreed upon.

Commendations

A communication was presented from Mr. Robert Bruce of the National Highways Association, commending the Commission on their action in awarding a contract for the approaches to the Delaware

River Bridge at Camden. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that this communication be acknowledged with thanks.

Route #6, Realignment, Woodbury

A communication was presented from the City of Woodbury, advising that they would be glad to cooperate with the Highway Commission on the proposition of widening Cedar Street in connection with the proposed realignment of Route #6. On motion by Mr. Stewart, seconded by Mr. Jelin, the Communication was ordered received with thanks. In this connection, the matter of the inspection of this route was laid over until the afternoon session when Commissioner Kidde would be present.

Right of Way, Route #7.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the bill of Charles V. DeBois for appraisals of property on Route #7, Section #5, in the amount of $30.00 and directed payment of same.

Right of Way, Route #4.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the bill of J. Edward Harned for appraisals of property on Route #4, Section #32, in the amount of $620.00 and directed payment of same.

Detours-Rt.4, Woodbridge Twp.

Mr. Neuberg, Mayor of Woodbridge Township, together with Mr. Jensen of the Township Committee, appeared before the Commission with reference to the contract for repair of King George's Road on which the Commission had made an allotment of $10,000.00. He stated that they had taken bids on the repair of this road and had submitted same to the State Highway Commission for approval and he would like to see if this approval could not be given at once in order that the work might be proceeded with. Major Sloan stated that he had gone over the bid but had not as yet approved of same inasmuch as he could not see how the items bid upon were applicable to the repair of this road. After a further discussion of the matter, Mr. Neuberg was informed that Commissioner Jelin, together with Mr. Muir, would meet their township engineer tomorrow, September 23rd, and go over the site of the proposed work in order to determine whether or not the items bid on could be applicable to the said repair. On motion duly made and seconded, the Commission went into conference for a further discussion of this matter.

Following this conference, Mr. Stewart, moved that the allotment of $10,000.00 be given to the Township of Woodbridge with the distinct understanding that it is for assistance in the maintaining of such roads as will be subject to additional traffic due to the construction work now being performed on State Highway Route #4, and that it is not allotted for the improvement of any specific road, and that the township authorities are advised that this Commission does not ask that the contract for the improvement of King George's Road be submitted for their approval, it being further understood that the payment of $10,000.00 shall include the total amount to be requested from the State due to the additional burden of traffic on account of the construction of Route #4 and that no further claims on this account will be approved. This motion was seconded by Mr. Jelin and adopted.

Right of Way, Route #9.

A communication was submitted from Hon. Fred W. DeVoe recommending that the Frank H. Cline condemnation be settled out of court by payment to the owner of the amount of $715.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the purchase of property of Mr. Frank H. Cline on Route #9, Section #16, for the sum of $715.00, the condemnation proceedings already instituted to be discontinued in case an agreement is made.

The Schedule of Business was next taken up item by item as follows, with the recommendation of the State Highway Engineer:

Route #8, Mountain View Grade Crossing Elimination

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission referred inspection of the completed work on the contract of the United Building and Construction Company for work on the Mountain View Grade Crossing Elimination, M. P. 9.0, Route #8, which work was finished by the Independence Indemnity Company, surety for the contractor, to Commissioner Kidde, preliminary to acceptance thereof.

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Route #2, Section #8,
Pensauken-Bridgeboro.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission accepted the completed work on the contract of the Union Paving Company for construction of Route #2, Section #8, Pensauken Creek Bridgeboro, and authorized payment of the semi-final estimate thereon, less 125% of the value of the uncompleted work at two bridge approaches which bridges are being erected under separate contract and have not yet been completed.

Right of Way - Routes
3, 4, 14, 18N 20.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the purchase of the following property required for right of way:

Route #3, Section #14

Parcels #1, 2, 7, 10, 20, 21. and 22, Island Realty Company, consideration $1.00 for the land, plus $4,942.50 for the cost of removal of the buildings, making a total of $4,943.50.

Parcel #16-A, Atlantic City Realty Co., consideration $1.00
" #17, " " " " " 1.00

Route #4, Section #31

Parcel #22, William Krusch, consideration $1.00, plus the obligation to vacate any and all portions of the original highway or right of way in the vicinity of Bass River Bridge, adjacent to the property of William Krusch, no longer required for highway purposes.

Route #14, Section #9

Parcel #61, Elizabeth Davis, Widow, consideration $75.00
" #77-A, John S. Cole, " 21.60

Route #18N Section #1

Parcel #7, George A. Zabriskie, consideration $1.00
" #25, & 25A, & Easement #25B, Jean Richard, consideration $1.00

Route #20, Section #1

Parcel #43, Henry C. Duble, consideration $20.00

Right of Way, Route #3.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission deferred action on the purchase of property of Laura S. Rider, on Route #3, Section #14, and directed that the matter be referred to Commissioner Jelin for the obtaining of additional bids on the moving of the building and report thereon.

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Right of Way, Route #1 Extension

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the purchase of property known as Parcel #3, on Route #1 Extension, Section #1, from Candida & Antonio Petrarca, for the consideration of $14,500.00.

Right of Way, Entrance Road, Camden

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that an offer of $2,100.00 be made to Lillian M. Bartee for Parcel of property at 1135 Penn Street Camden, and in the event that this offer is refused, that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of Entrance Road, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

BEGINNING at a point in the northerly line of Penn Street, two hundred and thirty-three feet and seventy-one one-hundredths of a foot (233.71) to the point of intersection of the northerly line of Penn Street with the easterly line of Eleventh Street, said point being distant thirty-one feet and eighty-five one-hundredths of a foot (31.85) from the center line of the Penn Street branch of the State Highway Entrance Road in the City of Camden, measured normally therefrom at Station 2 plus 39.98; and running thence (1) along the division line of properties known as No. 1135 and 1133 Penn Street, in the City of Camden, North, forty degrees, seven minutes and thirty seconds East, fifty-eight (58) feet to the southwesterly line of an alley six (6) feet in width running along the rear line of the aforesaid property; thence (2) along the said southwesterly line of said alley, South, forty-nine degrees, fifty-two minutes and thirty seconds East, twelve feet and eighteen one-hundredths of a foot (12.18) to a point in the division line of properties known as No. 1135 and 1137 Penn Street, in the City of Camden thence (3) along the last mentioned division line, South, forty degrees, seven minutes and thirty seconds West, fifty-eight (58) feet to a point in the northerly line of Penn Street; thence (4) along said northerly line of Penn Street, North; forty-nine degrees, fifty-two minutes and thirty-seconds West, twelve feet and eighteen one-hundredths of a foot (12.18) to the point or place of Beginning; CONTAININGseven hundred and six (706) sq. feet, be the same more or less.

It being the intention of the State of New Jersey to acquire all that lot, tract or parcel of land known and designated as No. 1135 Penn Street, in the City of Camden; together with all right, title, and interest of the grantor in and to a six (6) foot alley extending along a rear line of the above described premises, the premises herein conveyed being the same lands conveyed to the party of the first part as Lillian M. Evans by Grove Rollin and Lena, his wife, by deed dated April 2, 1918 and recorded in the office of the Register of Camden County in Book 427 of Deeds, page 185, said Lillian M. Evans having since intermarried with said John F. Bartee.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $2,100.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route #9, Section #4, Dunellen

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of acceptance of agreement with the Borough of Dunellen in connection withthe paving of the trolley track area on Route #9, Section #4, in that borough and authorized the Chairman's signature thereto.

Route #9, Clinton.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission adopted the following resolution adopting a line for Route #9, through the Borough of Clinton:

WHEREAS, under the provisions of Chapter 14, laws of 1917, the State Legislature has designated Route #9, as running from Elizabeth to Phillipsburg, via Westfield, Plainfield, Bound Brook, Somerville, White House, Clinton, West Portal and Bloomsbury, as a part of the State Highway System, and

WHEREAS, on September 15, 1925, a public hearing was held in accordance with the law on the matter of designation of a new alignment for State Highway Route #9, in the vicinity of Clinton, in accordance with the statute thereunto appertaining,

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission of the State of New Jersey does hereby abandon as a part of State Highway Route #9, that portion of the present road from a point at or near the Morgan Property to a point approximately 5800 feet westerly thereof on the westerly side of the Raritan River, and

BE IT FURTHER RESOLVED that the State Highway Commission does hereby designate and take over as the new alignment for State Highway Route #9, in lieu of the portion hereinabove abandoned, beginning in the present road at or near the Morgan property and extending in a general westerly direction along the northerly side of Beaver Brook, crossing the Raritan River to a point of intersection with the present existing road at or near the Clinton House on West Main Street, in Clinton, New Jersey, and

BE IT FURTHER RESOLVED that the detailed descriptions and other formalities necessary be prepared and forwarded to the Governing bodies interested as soon as possible.

Route #5, Sections #8B and 11A.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the request of Mr. William A. Connell for an extension of time on the contract for construction of Route #5, Sections #8B and 11A, Great Meadows and Manunka Chunk, be denied.

Memorial-Victory Bridge Tablet

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the general form of the memorial tablet to be placed on the Amboy Bridge, and directed that the State Highway Engineer proceed to have prepared a plaster model of this tablet in the form as amended for the further consideration of the Commission before final approval is given.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases as made in the employments by the State Highway Engineer since the last meeting of the Commission:

Employed

9/14/25	Frank Kane,	Junior Inspector,	$125.00 per month
9/1/25	Wallace Lozaw,	Motor Truck Driver,	.40 " hour
9/15/25	Thomas Murray,	Garage Assistant,	.40 " "

Title Change

9/15/25 K.I. Laughry, Sten. - Bkkp. to Prin. Clk. $150.00 pr. month

Title & Salary Change

9/15/25 S. Johanneson, Des. Engineer, $325. to $375.00 per month.

Discontinued Employments

9/8/25	C. P. Brown,	Chainman,	Resigned.
9/15/25	H. J. Sklarew,	Rodman,	Laid Off
9/15/25	Joseph Stoll,	Chauffeur,	Resigned.
9/15/25	Jos. E. Knox,	Rodman,	"
9/15/25	Stultz Whildin,	Bridge Tender,	Laid Off
9/30/25	A. E. Schenck,	Rodman,	Resigned
9/30/25	John C. Coughlin,	Junior Engineer,	"
9/30/25	L. R. Brigadier,	Rodman,	"
9/30/25	Max Ellis,	"	"
9/30/25	Willard B. Wood,	"	"
9/30/25	H. J. Feinen,	"	"

Detour, Route #20.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission adopted the following as the official detour for use during the construction of Route #20, Section #4, City of Millville:

> "Beginning on High Street (Route #20) in the City of Millville, where the same is intersected by Broad Street, thence (1) westerly on Broad Street to Buck Street; thence (2) northerly on Buck Street to Foundry Street; thence (3) easterly on Foundry Street to High Street (Route #20).

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Reeves Bridge, Route #8, M. P. 14.4

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the request of the Borough of Bloomingdale that the State construct retaining walls on Van Dam Avenue near the location of Reeves Bridge at M. P. 14.4 on State Highway Route #8, be denied inasmuch as the proposed walls are entirely beyond the lines of the highway.

Lambertville-Hunterdon County
Line Road, Hunterdon County,
Motor Vehicle Aid.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of an extension of time from September 10,1925 to September 22, 1925, as granted by the Board of Freeholder of Hunterdon County on the contract for the construction of the Lambertville-Hunterdon County Line Road, Hunterdon County, Motor Vehicle Aid.

Wildwood Boulevard, Cape May
County, Motor Vehicle Aid.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the plans and specifications for Wildwood Boulevard, Cape May County, Motor Vehicle Aid.

Passaic County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the plans and specifications for Walnut Street and Prospect Street, Little Falls Township, Passaic County, Township Aid, the said approval being subject to the approval of the State Highway Engineer.

Mercer County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the plans and specifications for Dutch Neck-Lawrence Station Road, West Windsor Township, Mercer County, Township Aid.

Hunterdon County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the acceptance and authorized final payment of the State's share on the Jutland-Perryville Road, Union Township, Hunterdon County, Township Aid.

Sea Isle Boulevard, Cape May
County, Motor Vehicle Aid.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the acceptance and authorized final payment on Sea Isle

Boulevard, grading and drainage work, Cape May County, Motor Vehicle Aid.

Cape May County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of application and agreement for township and borough aid on the Belle Plain to Eldora Road, Sec. 2, Dennis Township, Cape May County, Township aid.

Monmouth County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of township aid force account agreement for Asbury Avenue, Atlantic Township, Monmouth County, Township Aid.

Warren County, Township Aid.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of township aid force account agreement for Allamuchy-Johnsonburg Road, Allamuchy Township, Warren County, Township Aid.

Warren County, Township Aid.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the award of contract as made by Frelinghuysen Township to Hope-Johnsonburg Road, Section #2, Frelinghuysen Township, Warren County, Township Aid.

Monmouth County, Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the insertion of a rate of $1.00 per hour for three horse teams including driver in the price agreement for the Farmingdale-Colts Neck Road, Atlantic Township, Monmouth County, Township and Borough Aid.

Salem County, Township Aid

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of the insertion of a rate of $4.00 per hour for five ton Holt tractor, which rate includes operator, fuel, lubricants, etc., in the force account price agreement for Gershal Avenue, Pittsgrove township, Salem County, Township and Borough Aid.

Somerset County, Township Aid

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved of the rejection of bids by Hillsborough Township, on Montgomery Spur Road, Hillsborough Road, Somerset County, Township Aid.

Insurance

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the fire insurance policies now carried by the Commission be not renewed, and that the State Highway Engineer be authorized to take up with the insurance companies the matter of rates covering liability and place a policy for the ensuing year at the best rate obtainable.

Lambertville-County Line Road,
Hunterdon County, M. V. Aid.

General Scott reported that he had made an inspection of the Lambertville County Line Road, Hunterdon County, motor vehicle aid, but was not ready to recommend same for acceptance until some minor work in connection with a culvert and the cleaning up of the shoulders was completed.

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission recessed for luncheon at this time to meet in regular session at 2:30 P. M. The meeting was reconvened at 3:00 P. M., with the same members present as at the morning session, together with Commissioner Kidde who had returned from the funeral of Hon. Thomas F. McCran.

Right of Way, Route #1 Extension

Mr. David Klausner appeared before the Commission and was granted a hearing. He stated that he had come before the Commission in the matter of the property to be acquired from his father, Mr.Mayer Klausner, on Hoboken Avenue on Route #1 Extension, Jersey City, on which settlement was being held up due to the matter of the lease of the property which was held by Mr. O'Sullivan. He advised the Commission that his father had placed all the facts of the case before Mr. Adler at the time the agreement had been made, and he felt that the settlement for purchase of the property should be made independent of the matter of obtaining of the leasehold. He further stated that they felt that the Commission was unjust in insinuating that there was some fraud in this case and assured the Commission that the five year lease which was held by Mr. O'Sullivan had been made before they knew that the State was going to acquire the property. He further stated that he also was attorney for Mr. O'Sullivan and set forth to the Commission the facts as given to him by Mr. O'Sullivan in regard to the value of the leasehold for which Mr. O'Sullivan was asking $25,000.00. He Stated that he did not believe he would insist on this amount, but that he had informed him that he must have at least $10,000.00. He stated that his father was ready to close the agreement for purchase of the property for the amount of $35,000.00 as agreed upon, and he asked th that in case this settlement was made that the Commission make a statement that there was no fraud in the matter. Following a discussion of this this matter, Mr. Kidde moved that an offer of $5,000.00 be made to Mr. O'Sullivan for the leasehold and that Mr.Klausner be informed that the State will proceed to settle with him for the amount of $35,000.00 provided that the State can get the leasehold for the amount of $5,000. otherwise condemnation would be proceeded with against the two parties. This offer was communicated to Mr. Klausner and he stated that he did not have authority to make any agreement for Mr. O'Sullivan as to the leasehold. He was then advised to take this matter up with Mr. O'Sullivan and report to the Commission at its next meeting as to whether this offer was agreeable.

Cape May - Lewes Ferry ✓

There was presented a communication from Hon. William H. Bright, President of the Senate, requesting that the Commission arrange an earlier date than that tentatively set for inspection of the proposed Cape May-Lewes Ferry. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission will arrange to make the said inspection of the proposed Cape May-Lewes Ferry on Friday, October 30th, 1925.

Route #6, Alignment ✓

The State Highsay Engineer reported that he together with the Chairman, had gone over the line of the proposed alignment of Route #6 in the vicinity of Woodbury and inquired when the other Commissioners would be able to make an inspection on same. On motion, duly made and seconded, arrangements were made for the Commission to go to Millville on Friday, September 25th, for the making of this inspection, it being understood that Major Sloan and General Scott will then proceed on to Wilmington and Washington in accordance with previous arrangements.

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River Road, Essex County, Motor Vehicle Aid.

Commissioner Kidde reported inspection and moved acceptance of the River Road, Essex County, Motor Vehicle aid work. This motion was seconded by Mr. Stewart and adopted.

Prospect Avenue, Essex County Motor Vehicle Aid.

Commissioner Kidde reported inspection and moved acceptanceof Prospect Avenue, Essex County, motor vehicle aid work. This motion was seconded by Mr. Stewart and adopted. In this connection, Mr. Kidde requested that information be conveyed to Mr. Stickel, County Engineer, that some slight work in connection with the cleaning up of the shoulders should be taken care of.

Minutes Approved

Commissioner Kidde reported having read the minutes of the meetings of July 14th, July 28th, August 4th, and August 18th, and moved that the same be approved as mailed. This was seconded by Mr. Jelin and adopted.

Hunterdon County, Motor Vehicle Aid

The State Highway Engineer reported that in accordance with the action of the Commission an August 18th, he had approved of the expenditure of the balance of $8,000.00 on allotment of motor vehicle aid previously made to Hunderton County, for use on repairs of the Point Breeze Road, the construction of guard rails and certain other repairs in the County. On motion by Mr. Kidde, seconded by Mr. Stewart the Commission approved of the expenditure as recommended by the State Highway Engineer.

Maintenance Materials- Camden County.

On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission approved of award of contract by Camden County for the furnishing of 100,000 gallons of S. C. O. on the low bid of $.084 by the Headley Good Roads Company.

Detours - Route 4

~~Township Aid~~, Woodbridge Twp.

The State Highway Engineer presented an agreement which had been executed by the Township of Woodbridge in connection with work to be performed in that township along with the construction of Route #4,

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Section #32. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission approved of the agreement with the Township of Woodbridge and authorized the Chairman's signature thereto.

On motion duly made and seconded, the Commission went into conference at 5:00 P. M., the conference lasting until 6:30 P. M., at which time the meeting was adjourned to meet in regular session on Tuesday, September 29th.

Respectfully submitted,
A. LEE GROVER,
Secretary.

MINUTES OF MEETING - September 29, 1925

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Twesday, September 29, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart,
Walter Kidde and Abraham Jelin,

Township Aid, Mercer County

The Secretary informed the Commission that a hearing had been requested by Mr. J. V. B. Wicoff, Attorney for West Windsor Township, Mercer County. On motion, duly seconded, a hearing was granted. Mr. Wicoff appeared and presented to the Commission a petition from the Township Committee of West Windsor Township, requesting that the State Highway Commission permit the sole use of a gravel pit in the Township for the construction of gravel pavement on the Dutch Neck-Lawrence Station Road, which is to be construction under Township Aid allotment from the State in the sum of $15,000.00. The request also stated that it was the purpose of the Township to charge thirty cents per cubic yard for the gravel taken from the pit since this was the market price in the vicinity.

Commissioner Kidde stated that he did not believe it would be wise to destroy the benefits of competition in gravel and that the law of supply and demand would cover the price for the work.

Commission Jelin stated that he felt it would be entirely proper for the Township to give the gravel free of cost to the contractor, thereby saving the cost of gravel to the State and to the Township, which would result in giving more road work for the same money.

Mr. Wicoff stated that he felt the Township was asking only what was proper in the matter and should receive the same treatment other Townships do where there are no gravel pits and it is necessary that money be paid for the purchase of gravel.

Commissioner Kidde suggested that it might be proper for the Township to permit the contractor to use the gravel in the pit and then charge against the contract the value of the land destroyed by the digging. It was pointed out that the Township had already sold sufficient gravel from the pit to more than pay for the cost of the land to the Township several years ago.

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Following further discussion, Commissioner Jelin moved that West Windsor Township Committee be advised that the State Highway Commission desires that the specifications for the Dutch Neck-Lawrence Station Road be so written that the contractor shall have the right to remove such gravel as he desires, and which is approved by the State Highway Department, from any pits owned by the Township and used on the road free of cost. This was seconded by Mr. Stewart and adopted.

Entrance Road, Camden

The Secretary presented a resolution received from the City Commission of Camden endorsing the stand taken by the State Highway Commission in awarding the contract for a section of the extension of Routes #2, #3 and #6 to the entrance of the Delaware River Bridge in Camden, thus endeavoring to relieve traffic congestion already existing. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received and placed on file.

Proposed Routes

The Secretary presented a resolution from the Board of Freeholders of Passaic County, urging the "construction of adequate highway facilities from the New Jersey Entrance to the Vehicular Tunnel under the Hudson River Between New York and New Jersey, leading toward the northern part of this State." On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the Boad of Freeholders of Passaic County be advised that such construction as indicated in their resolution was under contemplation by the State Highway Commission to be accomplished by the local authorities with the aid of the State.

Complaints

The Secretary presented a resolution from the "Business Men and Tax-payers of Kearny and Arlington", requesting the State Highway Commission to take some action against the D. L. & W. R. R., in erecting a railroad across the Kearny meadows, thereby blocking the East side of Kearny and Arlington, since they were making no provisions for culverts or bridges leading into the towns. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that they be advised that this matter is one over which the State Highway

Commission has no jurisdiction, but should be taken up with the local authorities and the Public Utility Commission.

Right of Way, Route #4

The Secretary presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, advising that the Jersey Central Realty Company and John J. Korb, against whom condemnation proceedings had been started for property on Route #4 at the Morgan Grade Crossing Elimination, were desirous of making settlement in the amount of the appraisals, which were respectively $2,375.00 for the property of the Jersey Central Realty Company, and $125.00 for the property of John J. Korb, and he recommended that settlement be made. On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of the payment of $2,500.00 for the properties of the Jersey Central Realty Company and John J. Korb on Route #4 at the Morgan Grade Crossing Elimination, said amount to be divided according to agreements between land owners, since there has been a change in the ownership of record since the appraisals were made.

Realignment- Route #6, Westville-Woodbury

The Secretary presented a resolution received from the Mayor and Council of the Borough of Brooklawn, advising of their approval of plans as submitted by the State Highway Commission for the realignment of Route #6, between Westville and Woodbury in the vicinity of Brooklawn, and requesting the State Highway Commission to provide the residents of the Borough with some convenient means of communication between the East and West sides of the West Jersey and Seashore Railroad at the northern end of Brooklawn. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered referred to the State Highway Engineer for investigation on the ground and report with estimates as to the cost involved for taking care of the situation as outlined in this resolution.

Route #4, Bradley Beach

The Secretary presented a communication from the Board of Commissioners of Bradley Beach, New Jersey, inclosing three affidavits concerning traffic counts taken on September 6th on Main Street, Bradley Beach, as follows; North bound between 9:00 A. M., and 5:00P. M., 6,820, South bound 9,155;and 1,041 vehicles drove to the North end of Bradley Beach and were forced to return because Ocean Avenue did not extend through Ocean Grove. On motion by Mr. Stewart, seconded by Mr. Kidde, the communication was ordered received and placed on file.

Institutional Roads

The Secretary presented a communication received from Dr. J. G. Lipman, Dean and Director of the New Jersey Agricultural Experiment Station at New Brunswick, expressing appreciation for the help given to the Managing Committee of his College in the preparation of plans and specifications for road work at the College Farm and extending an offer of service at any time the Commission can make use thereof. On motion by Mr. Kidde, seconded by Mr. Stewart, the communication was received and placed on file.

Request For Aid-Hunterdon County

The Secretary presented a communication from Wm. P. Mason of Stockton, New Jersey, urging that some provision be made for taking care of traffic at Stockton upon the completion of the new bridge between New Jersey and Pennsylvania at that point. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the communication be acknowledged with the advice that the Commission is already providing Township Aid in that vicinity which will take care of present traffic and if it is necessary to provide additional facilities, the same will be given consideration.

Right of Way, Route 1 Extension

The Secretary presented a communication received from Messrs. Kinkead and Klausner, attorney's for Michael O'Sullivan, lessee on premises at 368-374 Hoboken Avenue, Jersey City, advising that Mr. O'Sullivan has agreed to accept the offer made by the State Highway Commission of $5,000.00 for his lease on property at 368-374 Hoboken Avenue. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that an agreement be entered into with Michael O'Sullivan for his lease on property at 368-374 Hoboken Ave., for the consideration of $5,000.00 in accordance with advice received from his Attorneys.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the agreement for the purchase of property from Mayer Klausner at 372-374 Hoboken Avenue, be executed for the consideration of $35,000.00 as heretofore authorized.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved a bill in the amount of $225.00 to Percy A. Gaddis for services in appraising and investigating properties on Route #1 Extension at Jersey City.

State Highway Engineer Sloan presented a communication received from Davis, Wagner, Heater and Holton, Attorneys for Ault and Wiborg on Route #1 Extension, Jersey City, inquiring as to whether the State Highway Commission would arrange for contractors to demolish that portion of their building required immediately for Route #1 Extension Viaduct and in this way their client would not be called upon to furnish money for the work on be faced with the necessity for awaiting the conclusion of condemnation proceedings before reimbursement is obtained, since the cost will have been approved by the Commission. State Highway Engineer Sloan recommended that in view of the fact that all of the necessary property of the Ault and Wiborg Company is under condemnation, that norarrangements be entered into such as requested. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the Attorneys for Ault & Wiborg be advised that inasmuch as the matter of the acquisition of the Ault & Wiborg property is now in process of condemnation proceedings, the State Highway Commission cannot undertake any part of the rebuilding work or the cost of the same.

Route #18 - North

Commissioner Stewart inquired as to what progress had been made concerning arrangements for a hearing to be granted on the matter of the improvement of State Highway Route #18-North in the vicinity of North Bergen Township in Hudson County, and he was advised that arrangements were being made for a public hearing. He therefore moved that an invitation be extended to the authorities of the local municipalities and Counties involved to meet with the State Highway

Commission at the next meeting on Tuesday, October 6th, in order that the matter may be informally discussed prior to a public hearing in the immediate vicinity of the Route. This was seconded by Mr. Jelin and adopted.

Scales, Route #4

The Secretary presented a communication from the Pennsylvania Railroad Real Estate Department, calling attention to the fact that the State Highway Commission is erecting a weighting scale on property of the railroad company on Route #4, at South Amboy, without having first obtained the necessary permission, and inquiring for further information in order that such permission might be given. On motion by Mr. Stewart, seconded by Mr. Jelin, the communication was ordered received and placed on the table for later consideration.

Right of Way, Route #1 Extension

There was presented a communication from Assistant Construction Engineer Lavis on Route #1 Extension, advising that the Erie Railroad Company is desirous of receiving partial payment on account of property taken from them by the State and on which they are already in a position to deliver deeds in a total estimated at $43,000.00. Commissioner Stewart advised that he believed that in view of the agreement entered into by the State Highway Commission and the Erie Railroad Company, the Commission was justified in awaiting the delivery of the entire amount of property to be acquired from the Erie Railroad Company and in return make a payment in full for such deeds when delivered, rather then to make partial payments on account at this time, and he moved that the State Highway Engineer be directed to advise Special Counsel Sullivan for the Commission, that the State Highway Commission will make payment in full for the entire amount of property acquired form the Erie Railroad Company when all the deeds are delivered to the Commission in accordance with the contract entered into.

Plans

State Highway Engineer Sloan advised the Commission that there was considerable delay in receiving the return of plans from the railroad company, as submitted for the Viaduct in Jersey City, and he informed the Commission that he was prepared to advertise this work forthwith, but desired to have the formality of the railroad company's signature attached to these plans, if possible, before the advertisement. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that a communication be forwarded to the Erie Railroad Company, advising that the plans for Route #1 Extension Viaduct have been in their hands for some time past and the Commission would appreciate prompt action thereon by their Company, since this work is about to be advertised.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Bridges, Route #9 ✓

There was presented the following report of bids received for the construction of five bridges on Route #9, Section #17, Whitehouse-Lebanon Section and recommendation was made that award be made to J. W. Rogers, second low bidder at $26,434.10, on the ground that the first bidder has not shown satisfactory responsibility to carry on the work.

John M. Everett	$ 26,283.40
J. W. Rogers	26,434.10
Hill Construction Co.	27,221.05
Red Bank Construction Co.	27,221.30
Jacob Stem	27,439.30
Conway & Reid	32,680.20
Richards & Gaston	34,537.90
Thomas Sheahan	34,737.85

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract to the second low bidder in accordance with the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of five bridges on Route #9, Section #17, Whitehouse-Lebanon Section, to J. W. Rogers, second low bidder in the amount of $26,434.10, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route #4, Section #34 ✓

State Highway Engineer Sloan reported the completion of plans and specifications for the construction of Route #4, Section #34, known as the Keyport Cut-off in Monmouth County, and recommended approval of advertisement for this work. On motion by Mr. Stewart, seconded by

Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of plans and specifications for the construction of Route #4 Section #34, Keyport Cut-Off, and
>
> BE IT FURTHER RESOLVED, that the Chairman is directed to sign the necessary papers and the Chief Clerk is directed to place the necessary advertisement for the work after approval by the State Highway Engineer.

Maintenance materials, State Highway ✓

On recommendation of the State Highway Engineer, Commissioner Jelin moved the approval of specifications and advertisement for the furnishing and delivering of approximately 47,000 gallons of S60 grade "RK" in metal or wooden containers to points of delivery as specified by the Maintenance Division.

Route #15, Section #7 ✓

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the complete work on Route #15, Section #7, Michael Staub contractor, be referred to Commissioner Jelin for final inspection prior to acceptance.

Route #5, Section #8B & #11A ✓

Commissioner Kidde reported having inspected the completed work on Route #5, Sections #8B and #11A, Great Meadows-Manunka Chunk, and he moved final acceptance on the same. This was seconded by Mr. Stewart and adopted.

✓ ✓

Rights of Way, Route #4,20 and Connecting Road, Camden ✓

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the following purchase agreements for rights of way on several State Hginway Routes and directed that a letter of thanks be forwarded to those who have given their property for a nominal consideration:

Parcel	Route	Name	Consideration
1 & 1-A	4	Mrs. Wilfred J. Hawkens,	$ 1.00
8	4	Elize Orneal,	215.00
38	20	Cora V. Adams formerly Cora V. Killen	5.00
1A, 1B, 1C & Easement 1D	20	Lewis C. Dunca, plus the construction of 100 ft. of Storm drain for which purpose the easement is acquired.	1.00

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Parcel	Route		Consideration
5	4	Rudolph Mulichen	$ 152.46
5	12	Carolyn E. Tier, single	196.70
5	13	" " " "	65.26
104 & 105	Connect. Road	East Camden Realty Co.	1.00
113	" "	George & Ella Baker	1000.00
151	" "	Elizabeth & Frederick Candidys	925.00
183	" "	Edw. M. Solomon, Inc.	1.00
163	" "	Edw. S. Miller	2700.00

Right of Way, Route #4

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the purchase agreement for parcel #1 on Route #4, Section #33, Perth Amboy Bridge Cut-Off from Alexander Balint, Jr. and Wife and Walter Bielecki and Wife for the consideration of $6,250.00, be referred back to the Right of Way Department for the obtaining of further information concerning the removal of buildings.

Connecting Road,
Right of Way, Camden

On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the purchase agreement for parcels 152, 165, 166, 169 171, 171A and 173 on Connecting Road, Sections #1 and #2 in Camden, be acquired from Edward M. Solomon, Inc., for $45,000.00, be referred to Commissioner Jelin for investigation and report.

Right of Way, Route #1
Extension

On recommendation of the State Highway Engineer, Commissioner Kidde moved that the purchase agreement for property of Maria and Alfred Philips, known as parcel #9 on Route #1 Extension, Hoboken Avenue, Jersey City, be approved for $13,000.00, which the owner is now willing to take, and condemnation proceedings as heretofore authorized be discontinued upon the execution of this agreement. This was seconded by Mr. Stewart and adopted.

Right of Way, Entrance
Road, Section #1, Camden.

State Highway Engineer Sloan reported to the Commission that on August 15th there had been approved a payment to the Camden Lime Company for Parcel #85 on Section #1 of State Highway Entrance Road, Camden, in an amount of $3,453.00 constituting a damage to land, when as a matter of fact, this figure should have been $3,943.00, and he recommended that in order to clear the records that this change, which does not alter the total price paid for the entire parcel, be made.

On motion by Mr. Stewart, seconded by Mr. Jelin the State Highway Commission approved the recommendation of the State Highway Engineer for a change in transposed figures and directed that when settlement is made the amount for damage to the remaining land be fixed at $3943.00 instead of $3,493,00.

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting recessed for lunch at 1:00 P. M., to meet in regular session again at 2:30 P. M. The meeting was reconvened at 2:30 P. M., with the same members present as at the morning session.

Right of Way, Crescent Boulevard

The Secretary informed the Commission that Mr. W. F. Luckenbach, representing the property owner at 315 Sloan Avenue, Collingswood, which is property needed for the proposed Crescent Boulevard at Camden, was present and desired a hearing. On motion, duly seconded, a hearing was granted. Mr. Luckenbach appeared and advised that he lived at 315 Sloan Avenue, West Collingswood, which was owned by his mother, and following negotiations with Right of Way Engineer Meeker, an offer had been made in the sum of $1,800.00 for his land, which he claimed was not sufficient to enable him to purchase a similar tract for the reconstruction of his home. He requested the State Highway Commission to give further consideration to his claim and stated that it would cost him at least $2,300.00 to replace his present lot, for which he is offered $1,800.00. He expressed satisfaction with the price offered for the buildings on his lot. Following discussion, Commissioner Jelin moved that the matter be referred to the State Highway Engineer for full report at a later meeting. This was seconded by Mr. Kidde and adopted.

Sidewalks, Route #4, Brielle

There was presented a communication from Durand, Ivins & Carton, Attorneys for the Borough of Brielle, covering correspondence with the State Highway Engineer on the construction of curb and sidewalk on Route #4, in which they advised that the Borough cannot accede to the request of the State Highway Commission that the curbs be set on the forty-foot line. State Highway Engineer Sloan recommended to the Commission that the Borough be directed to accede to the requirements of the State Highway Department in this matter.

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On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Attorneys for the Borough of Brielle be advised that the requirements of the State Highway Department for a forty-foot width between curbs must be followed by the Borough.

Complaint, Route #1 Extension

State Highway Engineer Sloan presented a letter to the Commission from the Shupe Terminal Corporation of Kerany on the matter of occupation of the State Highway right of way on Route #1, in the vicinity of the Passaic River Bridge, by persons who operate lunch stands, etc. resulting in unfair competition for those who rent stores at that point. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the Shupe Terminal Corporation be advised that the City of Newark and County of Essex have charge of the policing and lighting of this section of State Highway and proper complaint should be made to them, since there are privileges granted on any part of the State Highway System.

Abandonment, Route #14, Mays Landing

There was presented a communication from B. L. Scull, Clerk of Hamilton Township in Atlantic County, together with other correspondence, referring to the maintenance of parts of Route #14 in the Village of Mays Landing. In this connection there was presented a blueprint of Routes #14 and #18 in this vicinity, together with tentative suggestions for changes in alignment to eliminate grade crossing.

State Highway Engineer Sloan recommended to the Commission that inasmuch as it is evident that the section of Route #14 which Mr. Scull asks for maintenance by the State will not be permanently a part of the State Highway System, that portion of Route #14 now occupying Mill Street in the Village of Mays Landing, Township of Hamilton, be abandoned by the State. On motion by Mr. Kidde, seconded by Mr. Stewart, the recommendation of the State Highway Engineer was approved and the section of Route #14 in Mays Landing, known as Mill Street was abandoned as a part of the State Highway System.

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Route #4,
Proposed Routes - Bradley Beach

There was presented a report from Assistant Construction Engineer Moore of a conference held between himself and the Borough of Bradley Beach, in which Mr. Moore advised that the Bradley Beach authorities were interested in opening a State Highway through Ocean Grove, which would be of a great advantage to Bradley Beach. On motion by Mr. Jelin, seconded by Mr. Stewart, the report was ordered received and placed on file.

Route #12, Section #7

There was presented a communication, together with petitions from the residents of the Village of Beatytown in Warren County, requesting the State Highway Commission to undertake further work on Route #12, Section #7. There was also presented a report from Construction Engineer Bedwell in which he advised that the State Highway Commission has fulfilled all agreements made for the construction of Route #12, Section #7, Stephensburg-Hackettstown and there is no valid reason why such petitions should be circulated in the village. On motion by Mr. Stewart, seconded by Mr. Jelin, on recommendation of the State Highway Engineer, the State Highway Commission directed that the petitioner of Beatytown shall be informed that the State Highway Commission has fulfilled all agreements made in connection with the improvement of Route #12, Section #7, and that any further improvements that may be desired by the local residents must be constructed by individuals or from municipal funds.

Employments

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the following additions and changes as made in the employments by the State Highway Engineer since the last meeting of the Commission:

Employed

9/16/25	Edw. Carlisle,	Gravel Patrolman,	$80.00	per month.
9/16/25	James F. Brady,	Bridge Tender,	90.00	" "
9/28/25	Peter F. Trainer,	Jr. Inspector,	125.00	" "
10/1/25	Alfred J. Block,	Title Seacher,	150.00	" "
9/21/25	Ralph R. Robinson,	Jr. Draftsman,	90.00	" "
10/1/25	Elizabeth Meskill,	Sr.Clerk-Stenographer,	115.00	" "
9/16/25	Thos. Kankle,	Motor Truck Driver,	.45	" hour.
9/16/25	Jas. Bradley,	" " "	.40	" "
9/17/25	Chas. H. Henan,	Mechanic,	.75	" "
9/17/25	Wm. L. Insull,	Garage Assistant,	.45	" "
9/21/25	Lewis S. Harvey,	Jr. Engineer,	125.00	" month.

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Title & Salary Change

10/1/25	Wm. J. Hurley,	Draftsman, $90.00 to Eng. Drft. $125.00 per month.
10/1/25	V. M. Zisgen,	Clerk Sten. $110.00 to Sr. Clk. Sten., $115.00 per month.
9/21/25	A. H. Anderson,	Sr. Draftsman, $175.00 to Res. Eng., $225.00 per month.
9/1/25	E. F. Adams,	Jr. Inspector, $135.00 to $145.00 per month.
9/16/25	Chas. Bingham,	Gravel Patrolman, $75.00 to $85.00 " "
10/1/25	C. E. Pollock,	Lab. Assistant, $100.00 to $110.00 " "
10/1/25	Frank S. Schroeder,	" " $100.00 to $110.00 " "

Discontinued Employments

9/23/25	C. B. Franklin,	Senior Draftsman.	Resigned.
9/22/25	Francis S. Mahedy,	Junior Engineer,	"
9/22/25	Chas. M. Noble,	Resident Engineer,	"
9/1/25	Joseph Ryan,	Junior Inspector,	Discharged.
9/5/25	R. L. Bloor,	" "	Resigned.
9/15/25	F. A. Heacock,	Bridge Designer,	"
9/30/25	P. F. Donnelly,	" "	Laid Off.

Township Aid, Ocean County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the award of contract by Lakewood Township, Ocean County, for Park Avenue, with Township and Borough Aid, to S. S. Thompson & Co. of Red Bank, at $6703.32

Township Aid, Somerset County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the final acceptance of Nechanic-Clover Hill Road, Hillsborough Township, Somerset County, be referred to Commissioner Stewart for final report.

Township Aid, Middlesex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of plans and specifitions and award of contract by the Borough of Dunellen, for Washington Avenue, Middlesex County, Township and Borough Aid, to Weldon Contracting Co. of Westfield, at $29,390.48.

Township Aid, Burlington County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved plans and specifications for North Fork-Landing Road, Chester Township, Burlington County.

Township Aid, Cape May, Cumberland and Sussex Counties.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following Township Aid Force Account Agreements:

Township	Road	County
Lower	Break Water & Jerry Eldridge Road	Cape May
"	Town Bank Road	" "
"	New England Road	" "
"	Tabernacle Road, Section #2	" "
Stoe Creek	Roadstown & Alloway Road	Cumberland
Andover Borough,	Tranquility Road, Section #2	Sussex

Cooper River Bridge, Camden

State Highway Engineer Sloan presented to the Commission a report of the Bridge Engineer on the matter of Engineering services on the Cooper River Bridge in Camden, and recommended to the Commission that the proposal of Harrington, Howard & Ash for a square type double leaf bascule bridge be accepted, in view of the fact that competitive bids had been received from four engineering firms for such a structure.

Commissioner Stewart inquired as to the number of bidders and their price, and Commissioner Kidde stated that this appeared to him to show it was possible to secure competition in bascule bridge design. Commissioner Stewart moved that the matter of this engineering work be referred back to the State Highway Engineer for further report on the matter of whether it was possible for this work to be accomplished with the forces of the State Highway Department. This was seconded by Mr. Jelin and adopted.

Pompton River Bridge, Route #8

Commissioner Kidde reported the final inspection of the Pompton River Bridge on Route #8 at M. P. 9.1 and moved final acceptance subfect to the approval of the Bridge Engineer and the State Highway Engineer on the final cleaning up of the work. This was seconded by Mr. Jelin and adopted.

State Highway Engineer Sloan recommended to the Commission that in connection with the acceptance of the Pompton River Bridge on Route 8, at M. P. 9.1, that an extension of time be granted to the contractor to the final date of competion, due to the fact that the bridge was open to highway traffic within the allotted time. Commissioner Kidde moved the adoption of this recommendation and same was seconded by Mr. Jelin.

Reeve's Bridge, Route #8

Commissioner Kidde reported final inspection and moved acceptance of Reeve's Bridge on Route #8, at M. P. 14.4. This was seconded by Mr. Jelin and adopted.

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Route #8, Mountain View Grade
Crossing Elimination.

Commissioner Kidde reported final inspection of Route #8, Mountain View Grade Crossing Elimination and moved final acceptance of same. This was seconded by Mr. Jelin and adopted. In this connection he called attention to the fact that there was a small amount of erosio taking place on the embankment constructed for the Mountain View Crossing Elimination, and he moved that the Maintenance Department be instructed to arrange for the planting of vegetation on the slopes at an expense not to exceed $300.00. This was seconded by Mr. Jelin and adopted.

Realignment -
Route #6, Westville

State Highway Engineer Sloan presented to the Commission for approval, plans showing the proposed alignment of State Highway Route #6 and the Cresent Route in the vicinity of Westville, as discussed at a former meeting, and also after investigation on the ground by the State Highway Commission.

Commissioner Kidde advised that from his investigation he would be in favor of the new alignment as recommended, and he moved that the Commission express a favorable attitude toward this new alignment and the State Highway Engineer arrange for a conference with the local authorities as to the working out of this alignment, providing the Commission can secure the abandonment of streets and grade crossings and work out other problems with the cooperation of the municipalities. This was seconded by Mr. Jelin and adopted.

Right of Way - Route #1 Extension
Newark

State Highway Engineer Sloan recommended to the Commission that steps be taken for the securing of proper appraisals for the property necessary to be acquired on the Extension of Route #1 through Newark. Commissioner Kidde suggested that this matter be held in abeyance for consideration at a later meeting.

Maintenance Materials, Mercer
County

On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved of specifications and award of contract for the furnishings and application of 10,000 gallons additional tar on the Trenton-Hopewell Road, Mercer County.

Connecting Road and
Entrance Road, Camden

State Highway Engineer Sloan recommended to the Commission that checks of all the bidders except that of the lowest bidder on bids received on September 14th for the work on the Camden Entrance Road and Connecting Road, be returned at this time. On motion by Mr. Kidde, seconded by Mr. Jelin, the recommendation of the State Highway Engineer was approved.

Senate Investigating Committee

The Commission next went into conference at 5:00 P.M. for the consideration of a statement to be submitted to the Bright Survey Committee in response to a call issued to the members of the State Highway Commission to appear and explain the reason for the award of contract on the roads approaching the Delaware River Bridge. This conference ended at 7:00 P.M., and on motion by Mr. Jelin, seconded by Mr. Kidde, the meeting recessed until 10:00 A.M. Wednesday, September 30th, when it would be necessary for the members to appear before the Bright Survey Committee.

Commissioner Stewart placed the following statement before the Bright Survey Committee, and read same, and Senator Bright, Chairman of the Survey Committee, informed the Commission that from the facts contained therein, the State Highway Commission was correct in its procedure in awarding such contracts and he was glad that the Survey Committee had an opportunity of bringing the facts before the public:

September 30, 1925.

Hon. William H. Bright,
President, Senate Investigating Committee,
State House, Trenton, New Jersey.

The State Highway Commission of the State of New Jersey, in response to the summons from the Senate Investigating Committee, summoning them to appear before the Committee at the State House in Trenton, on the 30th day of September in answer to the question "Why, the State Highway Commission, when the question of tolls on the Delaware River Bridge was being investigated, your Commission awarded contracts for the completion of the approach to the Delaware River Bridge on the Camden side, thus giving moral support to the Pennsylvania people who are seeking to make this a free bridge, in violation of the pledge to the voters of New Jersey that the payment of bonds should be made from the collection of tolls for passage over the bridge" and in response to the request contained in said summons to "execute no contract to the low bidder on the approach to the Philadelphia-Camden Bridge until after the hearing before this Committee, as the Committee believes it to be necessary to present a unified stand on the tolls question, and the awarding and executing of any contracts leading to the approach or for work on the bridge will seriously confuse the issue between New Jersey and Pennsylvania," beg to state:

Chapter 14, P. L. 1917, an Act to establish a State Highway System, and to provide for the improvement, betterment, reconstruction, resurfacing, maintenance, repair and regulation of the use thereof, provides that "The State Highway Commission shall, as soon as practicable, lay out routes for a State Highway System as follows ....." and proceeds to designate certain routes.

Chapter 253, P. L. 1922, being an amendment to the above Act, adds the following:

> "Route No. 2 of the State Highway System, as described or described or designated in section of the act to which this act is a supplement, shall be extended from the terminal point of said route at the city line of the City of Camden in the County of Camden, through the said City of Camden to the approach or entrance of the bridge proposed to be constructed over the Delaware River by the States of New Jersey and Pennsylvania.
>
> "Route No. 3 of the State Highway System, as described or designated in section one of the act to which this act is a supplement, shall begin at the approach or entrance, in the City of Camden, in the County of Camden, of the bridge proposed to be constructed over the Delaware River by the States of New Jersey and Pennsylvania,

instead of the point of beginning as described in section one of the act to which this act is a supplement, and shall run from thence through the city of Camden to the beginning of route No. 3 as described or designated in section one of the act to which this act is supplement, and from thence shall continue as described in said act.

"Route No. 6 of the State Highway System, as described or designated in section one of the act to which this act is a supplement, shall begin at the approach or entrance, in the city of Camden, in the county of Camden, of the bridge proposed to be constructed over the Delaware river by the States of New Jersey and Pennsylvania, instead of the point of beginning as described in section one of the act to which this act is a supplement, and shall run from thence through the city of Camden, to the beginning of route No. 6 as described or designated in section one of the act to which this act is a supplement, and from thence shall continue as described in said act.

"Wherever any State highway shall run through a city having a population of seventy-five thousand or more, over streets or roads formerly under the jurisdiction of said city, such city shall retain in all such streets or roads all its former jurisdiction and rights as to the construction and regulation of the use of all water, sewer, gas and other subsoil conduits and structures.

"This act shall take effect immediately.

"Passed March 16, 1922."

The Law of 1917 provides that "Said routes shall be as short and direct as practicable between the points specified, due regard being had for the other requirements of the act. Existing highways may be made use of wherever it is convenient so to do, but the commission may lay out, open and improve new roads over acquired rights of way and may also lay out routes continuation of, connection with, or in addition to the routes above specified."

It is to be noted that the amendments providing for the extension of routes No. 2, No. 3, and No. 6 state that they shall begin at the approach or entrance in the city of Camden, in the county of Camden, of the bridge proposed to be constructed over the Delaware River by the States of New Jersey and Pennsylvania, and that the State Highway Commission has no power or authority to construct the approach to the bridge to be constructed over the Delaware river at Camden, but that this power is specifically placed in the hands of the commission having charge of the construction of the bridge.

The existing state highway routes No. 2, No. 3, and No. 6, terminated at the City line of Camden, leaving traffic to find its way as best it might through the business centre of the City and the ferries providing access to the Pennsylvania side, and it is well known that these streets were congested under the burden thrown upon them by the State Highway Routes and that such congestion, due to the normal growth of traffic was becoming such as to make it necessary to provide additional facilities, which under the provisions of Chapter 253, P. L. 1922, above quoted, the State Highway Commission was authorized to do. Further than this, certain sections of these State Highway Routes outside the City line of Camden in need of re-surfacing and improvement, and the existensions as planned not coinciding with certain sections of existing State Highway Routes No. 2 and No. 6, it seemed advisable at this time to pave on the new alignment rather than on those sections existing State Highway Routes which would be abandoned, thus effection the saving of considerable sums of money to the State.

A congestion of traffic exists on Route No. 6. in the vicinity of Westville, which probably the most serious in the entire State of New Jersey, and one that requires immediate correction, whether there be a bridge connecting Philadelphia and Camden or not. Reference is made to a traffic map which is the result of much study by the Highway Commission and which is submitted herewith.

In the planning of these extensions through the City of Camden binding contracts were entered into in March 1925 between the City and the State of New Jersey, as represented by the State Highway Commission, in order that the improvements contemplated by the City might be co-ordinated with the improvements being carried out by the State, under which contracts the City of Camden agrees to make large payments of money to the State, as well as furnish extremely valuable properties, and it is felt that in honor and fair dealing the City had a right to expect that the work of extending Routes No. 2, No. 3, and No. 6 will be carried out expeditiously and in accordance with the agreements entered into.

The State Highway Engineer has advised the State Highway Commission, and has made it the basis of his recommendations covering the award of the contract under discussion that the necessity for the extension of these routes was not dependent upon the construction and completion of the bridge between Camden and Philadelphia, but that the existing conditions, regardless of the bridge, demanded the carrying out of this improvement with the least loss of time. It should be noted that the contract in question includes no surface paving but does embrace those items of fill where it is desirable to allow time for settlement before paving.

The construction of this portion of the extensions of Routes No. 2, No. 3, and No. 6 is merely a part of a comprehensive plan to relieve existing traffic congestion in the City of Camden and vicinity, which will require a period of years for its completion and is imperatively necessary, whether the bridge over the Delaware river is completed or not.

In order that this situation may be more clearly understood, a map showing the extensions of Routes No. 2, No. 3, and No. 6, and the connecting roads and entrance road to the Civic Center of Camden is attached and made a part of this statement. It is apparent from an inspection of this map that the contract referred to by your Committee covers two sections one commencing about three miles from the Delaware River Bridge approach, and the other about three-fourths of a mile, the latter being the road leading to the Civic Center of Camden.

In closing, the State Highway Commission beg to state that the Commission as a whole and each of the members individually are heartily in sympathy with every effort which can be made on the part of the State of New Jersey to compel the State of Pennsylvania to carry out its solemn obligations in regard to the imposition of tolls for passage over the Delaware River bridge and thus fulfill the obligation of the State of New Jersey to its citizens.

Prior to the award of the contract referred to in the summons of your Committee the Governor made careful inquiry of the State Highway Engineer and the Highway Commission as to whether the stopping of work on the extensions of Routes No. 2, No. 3, and No. 6, leading to the approach to the bridge would block the entrance to the bridge and when it was pointed out to him that there were five other streets in the City of Camden connecting directly with the bridge plaza, and the serious congestion of traffic which already existed at these points was also pointed out, requiring immediate relief, he advised the State Highway Commission that no other course lay open to them than to fulfill their contractual obligations to the City of Camden and construct the Routes as directed by the laws of the State of New Jersey. Later, when the bids for the contract in question were received by the Highway Commission, the Commission went again to the Governor and consulted him as to whether, in his opinion, the awarding of the contracts would in any way effect the stand which he had already taken on the subject of tolls and he advised that it ould not.

Respectfully submitted,
STATE HIGHWAY COMMISSION.

Hearing, Board of Commerce &
Navigation, Route 4, Toms River.

The Survey Committee meeting ended at 12:30 P. M., and the regular meeting was reconvened at the offices of the Commission at 2:30 P. M. The Commission again went into conference on the matter of hearing to be conducted by the Board of Commerce & Navigation on the reconsideration of proposed plans for a bridge over Toms River on Route #4.

Following this conference Commissioner Stewart moved that the following communication be forwarded to the Board of Commerce & Navigation bearing on this meeting. This was seconded by Mr. Kidde and adopted.

September 30, 1925.

To the State Board of Commerce &
Navigation of the State of New Jersey.

Gentleman:

You will recall on the 15th day of July of this year a hearing was held at the Court House in Toms River by the War Department, pursuant to a notice from that department dated July 3, 1925, on an application for approval of plans for the construction of highway bridges across the North and South Channels and Jake's Branch of Toms River in the State of New Jersey.

The State Board of Commerce & Navigation was represented at the hearing and answered such inquiries as were put concering the matter at issue. At that hearing the State Highway Commission of New Jersey called witnesses, submitted plans and presented its case for permission from the War Department to construct the bridges at the locations referred to. We submit that the evidence produced at that hearing was overwhelmingly in favor of the construction of the highway as proposed by the State Highway Commission.

The Evidence in favor of a fixed bridge as requested was to the effect that within a very short distance immediately above the existing bridge over South Branch where you suggest a draw there is now a railroad trestle which has a clearance of only three feet which obstructs anything but a row boat. The soundings made by this department show that there is less than four feet of water. The records of the War Department show that the water borne traffic into Toms River is small and has decreasing over a period of years and that the War Department had no project for improving the upper reaches of the stream.

The Construction of the bridges as requested permits a relocation of the line which is shorter than the old line. It automatically eliminates for through traffic the crossing of tracks at grade at two points and some dangerous curves. The proposed bridges and relocated line could be constructed at a cost not in excess of the required to pave the highway on its present location and were the highway to be paved on its present location and the two grade crossings of railroad tracks eliminated the cost of so improving the line on the old location would exceed the cost of the new by approximately a half million dollars. The work if carried out would be of great benefit to the village of Toms River as it would interpose a highway between the railroad embankment and the river bank which in its construction would deepen the water alongside the river bank and afford a place for pedestrains and vehicles to stop along the river, and for certain distance a bulkhead would be constructed which could be improved by local authorities to provide a docking place for boats.

Your representatives were present at that hearing and took part in the discussions and in view of the fact that immediately thereafter you wrote the State Highway Commission denying their application for construction of these bridges we are led to believe that in your opinion the hearing was a joint hearing between the War Department and your Board.

The State Highway Commission is now in receipt of a notice from you of a public meeting to be held on Friday, October 9, 1925, at the Court House in Toms River at 1:30 P. M., from which it appears that you consider this in the nature of re-hearing of the matter which was heretofore fully discussed and considered before the War Department and on which you have rendered a decision.

The State Highway Commission in the location of their bridges has always given due consideration to the demands and requirements of navigation and will always be most happy to know your views in any matter affecting the navigation interests of the State, and will give them careful consideration in arriving at their conclusions.

This department is always anxious to cooperate with other departments of the State in any matter of public interest which seems to affect even remotely any other department even though in a technical and legal sense such department may not have jurisdiction of the subject under discussion. This Commission feels that it has fully presented its case to the representatives of the Secretary of War of the United States who has fully and sole authority in applications of this character.

On the question as to the powers and authority of the State Highway Commission, we have an opinion of the Attorney General of the State of New Jersey, bearing date August 25, 1925, a copy of which we enclose, which sets forth among other things that it is not only the right but the duty of the State Highway Commission to construct all bridges necessary to properly complete the State Highway System and that the approval of the Board of Commerce and Navigation for the bridges in question is not required, and that the Boatd of Commerce & Navigation is without jurisdiction or power of supervision of any character whatsoever over any project relating to any part or portion of the State Higaway System.

The plans and specifications for the bridges in question have been submitted to the Federal Government for approval in accordance with the law.

May we point out that should the suggestion contained in your letter of August 24th be accepted, it would make it impossible for the State Highway Commission to carry out the improvement as projected, which improvement as we have said involves the elimination of two grade crossings and a shortening of that section of Route #4, all to be accomplished at a cost not exceeding that which would be incurred in paving the highway on its existing alignment which contains in addition to the two railroad grade crossings above mentioned a number of dangerous curves, and as we have said, should the old line be followed and the grade crossings eliminated on that line there would be an additional expense to the people of the State of about a half million dollars.

The matter seems to have been so well covered in previous hearings before the War Department where the matter now rests that we can see no advantage in a further discussion of the matter.

Very respectfully,

STATE HIGHWAY COMMISSION.

(Signed) H. L. SCOTT

CHAIRMAN.

....

STATE OF NEW JERSEY

Office of the Attorney General

August 25, 1925.

State Highway Commission,
Trenton, New Jersey.

Gentleman:

Attention: Major Sloan.

I acknowledge receipt of your letter of July 24, 1925, reading as follows:

"I am advised by the Chief Engineer of the Central Raidroad of New Jersey that growing out of the legal proceedings in connection with their obtaining a permit for the building of their bridge across Newark Bay, a decision was rendered that the Board of Commerce and Navigation have no authority as regards the location of bridges over the Hackensack and Passaic Rivers.

"I would very much appreciate your looking into this matter and advising me whether or not this is a fact."

I understand that also desire an opinion as to whether or not the New Jersey State Highway Commission can construct a bridge over a navigable waterway in this State, lying wholly within this State, without first obtaining the approval of the plans and specifications by the Board of Commerce and Navigation.

In reply I desire to advise you as follows:

In my opinion, it is not only the right but the plain duty of the State Highway Commission to construct all bridges as may be necessary to properly complete the State Highway System. The approval by the Board of Commerce and Navigation of the plans and specifications for said bridges is not required.

September 29, 1925

Section #7, of Chapter 242, Laws of 1915, vests in the Board of Commerce and Navigation full control and direction of all State projects and work relating in any way whatsoever to commerce and navigation, except such work as is conferred upon other Boards not included within the provisions of this Act.

Chapter 14, of the Laws of 1917 is the Act to establish a State Highway System, and the first section thereof makes it mandatory upon the State Highway Commission, as soon as practicable to lay out routes for a State Highway System as directed in said Act. This act lays out fifteen routes, which number has been increased from time to time by subsequent acts of the Legislature.

Section 18, of this Act, in defining the word "improvement" contrues said word to embrace not only the original work on the road, or right of way, but also to include the construction of bridges etc.

The State Highway Department was established by Chapter 15, of the Laws of 1917. It cannot be conceived that it was the design of the Legislature that two boards or bodies of the State Government should have control over one project, to wit: the building of a road or State Highway, which necessarily would embrace the building of a bridge or bridges as a part thereof. The two acts of 1917, referred to, are later expressions of the Legislature, and, therefore, must control.

I have read all the amendments of and supplements to the Act of 1915, creating the Board of Commerce and Navigation, and do not find any effecting the question before us. I have also read all the reported cases referring in any way to the Act creating the Board of Commerce and Navigation.

The most recent case and the one to which you referred, is that of the CITY OF NEWARK, THE CITY OF JERSEY CITY, AND THE STATE OF NEW JERSEY, vs. THE CENTRAL RAILROAD COMPANY OF NEW JERSEY AND THE PORT OF NEW YORK AUTHORITY, decided by the United States Supreme Court on March 2, 1925, and reported in the United States Supreme Court Advance Opinions, 1924-1925, 69 L. ed., page 277.

This case arose out of the effort on the part of the complainant to enjoin the Railroad Company from the construction of a bridge across Newark Bay because the plans therefor had not been approved by the Board of Commerce and Navigation and the Port of New York Authority. The Court held that the laws of the State of New Jersey did not require the approval of the plans for the bridge by either the Board of Commerce and Navigation and Port of New York Authority.

In view of the law as herein stated, I have no hesitancy in advising you that the Board of Commerce and Navigation is without jurisdiction or power of supervision of any kind or character, whatsoever, over any project, relating to the construction of any part or portion of the State Highway System.

It may have been the custom in the past for the State Highway Commission to ask the Board of Commerce and Navigation for approval of plans for bridges, and such an application for approval may now be pending. However, the State Highway Commission has the right to insist that such approval is not required.

I know that you are familiar with the rule, or requirement, that the plans and specifications for any such bridge or bridges must first be submitted to the Federal Government for approval. Of course, such procedure must be followed as heretofore.

September 29, 1925

Nothing in the foregoing opinion shall be construed as in any way touching upon the rights which the Board of Commerce and Navigation has in the riparian lands of this State. All riparian lands necessary in connection with any bridge project must be acquired from the Board of Commerce and Navigation in the manner prescribed by law.

May I ask if I can be of further assistance to you in this matter?

Yours respectfully,

/Signed/ Fred. W. DeVoe,

Deputy Attorney General.
Counsel to New Jersey State
Highway Commission.

FWD:EJ

APPROVED:

Edward L. Katzenbach,

Attorney General.

On motion by Mr. Kidde, seconded by Mr. Stewart, the meeting was adjourned at 5:00 P. M., to meet in regular session on Tuesday, October 6th at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 6, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, Tuesday, October 6, 1925. The meeting was called to order at 10:30 A.M. by Chairman Scott.

PRESENT: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 18-North

The Secretary informed the Commission that an invitation had been extended at the request of the Commission, to the representatives of the municipalities of Hudson and Bergen Counties, on the matter of the taking over of Route 18-North, and this meeting had been set for eleven o'clock on this day.

A. A. S. H. O.

The Secretary presented a communication received by Chairman Scott from the U. S. Department of Agriculture, requesting the State Highway Commission to designate M. L. Howell, Chief Auditor and Accountant, to serve on a sub-committee of the American Association of State Highway Officials, as representative of the North Atlantic States, for the purpose of working out a satisfactory and uniform highway accounting system for the several states of the country. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that M. L. Howell be authorized to serve on a sub-committee of the American Association of State Highway Officials, and that the necessary expenses in attending such meetings be paid from State Highway Department funds.

Invitations - Salem

The Secretary called attention to invitations received on behalf of the Commission, from the 250th Anniversary Committee of Salem, requesting the attendance of the Commission at a celebration at Salem on Saturday, October 10th. On motion by Mr. Kidde, seconded by Mr. Stewart, the Commission directed that the Secretary inform the Anniversary Committee that it is the purpose of such Commissioners, as find it convenient, to attend this celebration.

Detours-Route 4

The Secretary presented a communication from the Board of Freeholders of Middlesex County, requesting the Commission to make repairs to Upper Green Street in Woodbridge Township, running between Iselin and Woodbridge. In this connection there was also presented a telegram from Leo Goldberger, representing residents at Woodbridge, complaining of the condition of Rahway Avenue, between Woodbridge and Avenel, and urging repairs.

State Highway Engineer Sloan informed the Commission that the road complained of was that used for two days as a detour for the construction of Route 4 and that the State Highway Department expended approximately $5,000.00 to place this road in shape for use as a detour, and there were no funds available at this time for any further work at this point. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the Board of Freeholders of Middlesex County and Mr. Goldberger be advised that the State Highway Commission cannot see its way clear to grant any aid toward the repair of this road, since considerable moneys were spent by the Commission, and the detour has been changed; and, further, it is impossible for the Commission to cope with all roads in a territory in the vicinity of new construction and must confine itself to the repair of official detours only.

Commendations

The Secretary presented a communication from the Colonial Manor Civic Association, expressing favorable attitude toward the realignment of Route 6 between Brooklawn and Woodbury, as discussed at a public hearing sometime ago. This communication stated that the elimination of grade crossings was highly desirable. On motion by Mr. Jelin, seconded by Mr. Stewart, the communication was ordered received, acknowledged and placed on file.

Route 1 Extension, Section 1, Viaduct

The State Highway Engineer reported the completion of plans and specifications for the construction of Route 1 Extension, Section 1, between Jersey Avenue and Palisade Avenue, Viaduct location, and recommended that authorization be given for advertisement in order that bids may be received on November 2, 1925. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously approved the following resolution:

October 6, 1925.

RESOLVED that the State Highway Commission does hereby approve plans and specifications for the construction of Route 1 Extension, Section 1, Viaduct location between Jersey Avenue and Palisade Avenue, and

BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary papers after approval by the State Highway Engineer and the Chief Clerk is directed to place the necessary advertisement for the work in order that bids may be received on November 2, 1925.

Amboy Bridge-New

State Highway Engineer Sloan presented to the Commission with his recommendation for approval an order for extra work in the amount of $2,997.00, covering change in transformer cables on the New Amboy Bridge. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of an extra payment to the contractor in accordance with the recommendation of the State Highway Engineer.

Route 18-North

The Secretary informed the Commission that a delegation, representing the Counties of Hudson and Bergen, and the municipalities of North Bergen Township, West New York and Union City, were present in accordance with invitation extended, to discuss the matter of Route 18-North. On motion, duly seconded, a hearing was granted. The delegation appeared and Mr. John F. O'Neil, County Supervisor of Hudson County, informed the Commission that the residents of Hudson County were very anxious that the State Highway Commission take some definite action looking toward the taking over by the State of State Highway Route 18-North on what is known as the Bergen Turnpike in Hudson County.

County Engineer Radigan of Hudson County estimated that the Hudson County section would cost approximately $600,000.00 for three miles of road, forty feet wide, built with granite block.

Mr. O'Neill informed the Commission that resolutions had been adopted by all the municipalities in Hudson County through which this road passes, and similar resolutions had been adopted by the Board of Freeholders of Hudson County, calling upon the State Highway Commission to take this section of road over as a State Highway and improve the same as soon as possible, in order to give an outlet to the new Hudson River Tunnels. He stated that he realized that this highway formed part of the State Highway System which was designated after the bond issue money became available, and he advised that in order to expedite the work the County was willing to assume a fair proportion of the cost of the work, which he placed at one-third and the balance to be paid by the State. He also stressed the point that Hudson County is maintaining and improving the Hudson County Boulevard, twenty miles in length and sixty feet wide, without State Aid of any kind, and he believed that the offer made was a generous one.

Commissioner Kidde inquired as to what advantages this improvement would be to the traffic facilities at the North and he called attention to the fact that the Advisory Board of experts had recommended the connection of Tonnelle Avenue with the routes to the North, in order to give an outlet to all of Bergen and Passaic Counties to the Tunnel. He called attention to the fact that Tonnelle Avenue is not part of the State Highway System and therefore it is impossible that it be designated as a State Highway for future improvement, but that some means of cooperation with the County of Hudson and the City of Jersey City would work out a solution of the entire traffic problem in this section of the State at this time.

Supervisor O'Neill advised that the Tonnelle Avenue improvement would be almost entirely a city improvement and he was not in a position to negotiate with the Commission on such an improvement. He would state, however, that the County authorities of Hudson would be willing at any time to cooperate to the greatest extent with the State Highway Commission in securing a relief to traffic congestion in that section of the State.

Chairman Scott inquired from County Engineer McClave of Bergen County, and Freeholders Bogart and Gorham of Bergen County, as to their attitude on this proposition and they expressed favorableness to any situation which would relieve traffic congestion in any part of Bergen County, and also stressed the fact that the Commission should make plans to take over and construct the entire length of Route 18-North from the Hudson County Line to the New York State Line.

Following further discussion, Commissioner Jelin moved that the matter be referred to the State Highway Engineer to confer with the County Engineer, in order to go over plans for the proposed work on Route 18-North in Hudson County, and prepare recommendations to the

State Highway Commission, during which time the Board of Freeholders could pass a resolution making a request of the State Highway Commission for the formal taking over of this section of highway and its improvement with a contribution to the State of $200,000.00 by the County toward this improvement. This was seconded by Mr. Stewart and adopted.

Supervisor O'Neill called the attention of the Commission at this time to the situation existing on the construction of Grove Street widening, toward which the State had offered the County $40,000.00, and he advised that this construction would involve a considerable amount of money due to condemnations involved, and he suggested that if the State could arrange to meet the County on a fifty-fifty proportion, this work could proceed.

Commissioner Kidde stated that he was very much interested in the improvement contemplated in this section of the State, and it was his idea that the County should proceed with the improvement on the allotment as granted, and if possible the whole plan, including Tonnelle Avenue, should be embraced in a three year program of cooperation between the local authorities and the State, in order that the entire matter might be comprehensively defined.

Commissioner Jelin stated that this would be the proper solution if there were but two parties negotiating, but here there were distinct authorities for County improvement, and for State improvement, and it would be unwise in his opinion to hold up any development pending negotiations, but when amicable arrangements could be made with any one of the parties, this part of the program should be carried out. Commissioner Stewart stated that he was of a similar opinion.

Supervisor O'Neill further stated that he saw the merits of Commissioner Kidde's argument in seeking to have the entire matter solved as soon as possible. He offered the cooperation of the County toward the improvement of Tonnelle Avenue as soon as plans can be taken up with the local authorities.

Commissioner Kidde stated that some arrangements should be made whereby the whole proposition could be reviewed on the ground to ascertain more fully what the advantages to be derived from the Advisory Board's recommendations would be.

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Freeholder Gorham of Bergen County called the attention of the Commission to the conditions existing on Route 18 at Fort Lee on the proposed construction of LeMoine Avenue Extension. He advised that the Commission had made request for a change in the width of pavement and also in the making of specifications which had been complied with, but it was found that the cost of property would carry the cost of construction to a cost beyond the ability of Bergen County to carry with the State Aid allotment of $40,000.00 as now granted. He informed the Commission that the total cost of the work, including underground structures, would approximate nearly $180,000.00 and expressed the opinion that this work could not proceed unless there were some additional funds forthcoming from the State. He stated that Bergen County has shown a willingness to cooperate with the State Highway Commission and it was essential that the Commission should furnish an outlet for the County to the tunnel, which could be accomplished by the construction of Routes 17 and 18. He stated that there was a feeling in Bergen County that the Commission was not providing sufficient improvements to meet the needs in the County.

Commissioner Kidde called attention to the fact that the State Highway Commission is contemplating the expenditure of $1,000,000 in Bergen County under very definite agreements with the County authorities and any delays occuring in the prosecuting of this work was entirely the responsibility of the County in not securing necessary rights of way on Route 17.

Freeholder Bogart also stressed the point that the County was very anxious to have outlets provided to the Vehicular Tunnel, since they felt that a considerable portion of the County taxes were being spent toward the tunnel improvement and advantages would be entirely lost if no outlet was provided.

In addition, Mr. Bogart stated that he felt sure that real estate speculators were forcing the price of property needed for Route 18, LeMoine Avenue Extension, to a much higher level than was first contemplated and he asked that the Commission take over all of Route 18 in Bergen County as soon as possible.

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Following further discussion, Commissioner Stewart moved that the matter be held for further consideration. This was seconded by Mr. Kidde and adopted.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route 4, Section 25

State Highway Engineer Sloan reported receipt of the following bids for the construction of Route 4, Section 25, South Amboy-Cliffwood section, and recommended award of contract to Michael Staub, lowest bidder, in the amount of $250,683.40;

Michael Staub........................	$250,683.40
Conrad Sebolt........................	263,021.59
Interstate Engr. & Const. Co........	264,607.89
S. S. Thompson.......................	269,659.45
R. L. Bonham Co......................	277,322.83
Wm. Eisenberg........................	280,660.19
John M. Reuter.......................	282,896.40
Utility Const. Co....................	285,196.45
Weldon Contracting Co................	285,661.90
Jannarone Contracting Co.............	286,646.83
Union Paving Co......................	287,202.05
J. A. R. Const. Co...................	288,882.22
Westchester Const. Corp..............	290,600.39
C. H. Winans.........................	297,310.78

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Section 25, South Amboy-Cliffwood section, to Michael Staub of Pitman, N. J. at his, the lowest bid received in the amount of $250,683.40, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Route 4, Sections 13A and 20B.

The State Highway Engineer reported the receipt of the following bids for the construction of Route 4, Sections 13A and 20B, known as the Manasquan Bridge Approach and Grade Crossing Elimination Cut-off, and recommended award of contract to Decker & Canning at their's the lowest bid, in the amount of $43,999.03:

Decker & Canning, Inc................	$43,999.03
John F. McGreevy.....................	45,282.90
Monihan & Hall.......................	46,884.50
Stryker & Stryker....................	47,080.24
Red Bank Const. Co...................	48,427.98
Wm. Eisenberg........................	50,278.68

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On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission unanimously adopted the following resolution:

> RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route 4, Sections 13A and 20B, known as the Manasquan Bridge Approach and Grade Crossing Elimination Cut-off, to Decker & Canning, at their's, the lowest bid, in the amount of $43,999.03, and
>
> BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

Hackensack River Bridge,
Route 1 Extension.

There was reported the completion of repairs to the fender system and removal of center piers on the Hackensack River Bridge, Route 1, Lincoln Highway Section. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that this be referred to Commissioner Kidde for inspection prior to final acceptance.

Rights of Way-Routes 3, 4, 14, 15, and Connecting Road, Sections 1 & 2.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property and directed that a letter of thanks be forwarded to those parties who have conveyed for a nominal consideration:

Parcel	Route	Name	Consideration
192	Connecting Road, Sections 1 & 2,	Carl & Catherine M. Wittorf,	$ 10.00
145	ditto	Margaret Hanlon, widow,	10.00
5	3	Harry R. Rupp,	1.00
42	3	John Simms,	13.00
43	3	Clive D. Woodwin, et al	12.00
45	3	Cornelius Daly,	6.00
46	3	Henry Schorp, et ux	16.00
52	3	John Fanfara,	50.00
53	3	Harry Pettit,	5.00
53C	3	Chas. P. Braun,	4.35
54	3	Wm. E. McGill,	1.00
55	3	Patrick J. Sullivan,	6.00
56	3	Gustave A. Peterson,	4.35
3 & 3A	3	Wm. C. Fanslaw, - plus the cost of resetting fence which work is to be done at the State's expense when the resetting of the same is found to be necessary,	30.00
7	3	Fred Bange, plus the stipulation that the existing 1½ story frame dwelling may remain in its present location until the State desired to remove the same, when it shall be done at the State's expense,	30.00

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Parcel	Route	Name	Consideration
25	3	Henry Tapken,	$ 1.00
40	3	George Betz,	50.00
41	3	Henry Tapken, et al	45.90
162	3	Mary Bauer, widow	9.15
174, 174A, 174B,174C, & 174D,	3	Rocco L. Ruberton,	30.75
303	3	Samuel F. Farrow & Wife,	50.00
313	3	Rocco Olivo,	30.00
321	3	John Jennison,	18.85
10	4	Thomas Roachford,	104.54
22	4	Joseph Wruazabal,	250.47
6	4	Chas. Lufburrow Estate,	100.00
9	4	Frank Perno & Wife,	300.00
32	4	Rollo Realty Co.	50.00
1	15	Stultz and Mary Whildin	472.50
37	14	Lydia Howell, widow, - the State to remove barn within six months or the owner to remove barn and be reimbursed by the State for this expense,	160.35
59	14	Salem Association of Friends,	8.25
69	14	Harry T. Smallwood,	75.00

Right of Way-Route 1 Extension

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the purchase of Parcel No. 5 on Route 1 Extension, Section 2, from Zeho & DeMarco, for the consideration of $26,000.00 and directed that condemnation proceedings as instituted be dismissed upon the execution of this agreement.

Right of Way-Route 4

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that an offer of $141.51 be made to Antonio Panciera for Parcel No. 7 on Route 4, Section 42, and that this property be acquired by condemnation proceedings in accordance with the following resolution, in view of the fact that the owner is an inmate of an insane institution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route 4, Section 42 ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel No. 7

BEGINNING at a point formed by the intersection of the dividing line between lands of grantor herein on the North and lands now or formerly of Albert Manita on the South, with the proposed westerly right of way line of State Highway Route 4, between Perth Amboy and Rahway, distant thirty-three (33) feet normally from the proposed center line of said State Highway at station 146 plus 30.30, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Route 4, Section 32, Perth Amboy-Rahway, Property to be acquired from Antonio Panciera, Woodbridge Township, Middlesex County, Scale

1" equals 30', November 1924," and running;

Thence (1) along said proposed westerly right of way line, parallel to and thirty-three (33) feet distant from said proposed center line, North three degrees, forty-eight minutes East (N3°48'E) a distance of forty and forty-nine one-hundredths (40.49) feet to a point in the dividing line between lands of grantor herein on the South and lands now or formerly of John Esposito on the North;

Thence (2) along said dividing line, South seventy-seven degrees, eighteen minutes East (S77°18'E) a distance of thirteen and sixty-one one-hundredths (13.61) feet to a point in the existing westerly side line of St. George's Road, distant sixty and nine tenths (60.9) feet southerly from the southerly side line of Campbell Street;

Thence (3) along said existing westerly side line of St. George's Road, South two degrees, forty-nine minutes West (S2°49'W) a distance of forty and six-tenths (40.6) feet to a point in the aforesaid dividing line between lands of grantor herein on the North and lands now or formerly of Albert Manita on the South, distant one hundred one and five-tenths (101.5) feet northerly from the northerly side line of Grove Avenue;

Thence (4) along said dividing line, North seventy-seven degrees, eighteen minutes West (N77°18'W) a distance of fourteen and thirty-two one-hundredths (14.32) feet to the point and place of beginning;

CONTAINING, thirteen one-thousandths (0.013) of an acre, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right of way lines thirty-three (33) feet each side of the proposed center line of said State Highway, extending from lands now or formerly of Albert Manita on the South to lands now or formerly of John Esposito on the North, as shown on said plan hereto attached.

The State Highway Engineer is hereby authorized and directed, on behalf of this Commission, to make an offer of the sum of $141.51 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route 4, Morgan Grade Crossing Elim.

The State Highway Engineer presented to the Commission a map showing the additional width of right of way which is to be acquired in the vicinity of Morgan and he recommended that the State Highway Commission acquire the balance of the old trolley right of way up to the diagonal line shown in red on the map submitted, between 10th and 11th Streets, which would give a more satisfactory intersection with the road to Keyport than is possible on the original alignment. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the property of the trolley right of way be acquired for widening of the intersection on Route 4 in the vicinity of Morgan in accordance with the recommendation of the State Highway Engineer, in view of the fact that extra width will be needed for furnishing a more satisfactory intersection at this point.

Right of Way-Route 1 Extension

The State Highway Engineer presented to the Commission a report from Assistant Construction Engineer Lavis, in which were set forth appraisals for property needed on Route 1 Extension, Section 1, along Twelfth Street between Jersey Avenue and Monmouth Street, and he recommended that the Commission authorize definite offers to be made to the property owners and that the property be taken in accordance with the maps in order that the extra width may be used for storage of materials and other emergencies that may arise. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission directed that the following official offers be made to owners of property on Route 1 Extension, Section 1, Jersey City:

Parcel	Name	Consideration
1	Edw. Kenny & Wife,	$ 50,000.00
2	A. J. Corcoran, Inc.	14,000.00
4	Aniello Garguili & Wife et al	8,000.00
5	Hugh J. Meehan,	15,000.00
6	Mary Perry,	16,000.00
7	George Carroll,	15,500.00
8	Margaret K. McCann,	16,000.00
9	Stanislaw Kraienski & Wife,	17,500.00
10	Patrick Kenny,	8,500.00
11	John O'Hearn & Wife,	18,000.00
13	Otto Gerdau,	9,000.00

State Highway Engineer Sloan presented to the Commission a report from Assistant Construction Engineer Lavis on Parcel No. 12, Route 1 Extension to be obtained from Maria C. Heavey. There was presented in this case appraisals by the real estate experts, and the State Highway Engineer recommended that although the entire property was not needed for actual driveway purposes, it would be desirable to obtain the extra width along this portion of Route 1 Extension for the entire property so that there will be room available for storage of materials and any other emergencies which may arise during the construction. He recommended that the Commission approve an offer in the amount of $40,000.00 to the owner of this property for the acquisition of the entire building. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized an offer of $40,000.00 to be made to Maria C. Heavey for Parcel No. 12 on Route 1 Extension, Section 1, Twelfth Street, Jersey City, with the understanding that the extra width will be needed for emergencies and storage of materials necessary in the Viaduct structure.

Claims-Damage

There was presented a communication from Hon. F. W. DeVoe, Assistant Attorney General, transmitting a letter from W. H. Pitt of Baltimore, against whom there is a claim for damages caused by his automobile to a headwall on State Highway Bridge near Metuchen. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this communication be returned to Mr. DeVoe with the advice that he arrange to prosecute this case to judgment, if in his opinion it is advisable.

Route 16, Section 5B.

State Highway Engineer Sloan presented to the Commission a report from Construction Engineer Bedwell, concerning the width of pavement to be established on South Bridge Street, Somerville, known as Route 16, Section 5B, and he recommended that, conditional upon a proper agreement being reached with the Central Railroad Company and the Borough of Somerville, a width of fifty feet be established for the right of way at this point. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that the width of right of way be made fifty feet on Route 16, Section 5B, subject to an agreement being reached as to the proper division of damages involved between the railroad company and the State Highway Commission.

Conference-
Cape May-Lewes Ferry

There was presented a communication received by the State Highway Engineer from Senator W. H. Bright, advising that it will be agreeable to have the meeting with the interested parties on the Cape May-Lewes Ferry at the City Hall in Cape May on Friday, October 30th, between 10:00 and 12:00 A.M. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that Senator Bright be notified that the Commission will attend this conference and will arrange to be present at 12 o'clock.

October 6, 1925.

Route 9, Roselle Park.

The Secretary presented to the Commission a report from Superintendent of Maintenance Muir, on the improvement of Seaton Avenue intersection on Route 9 in the Borough of Roselle Park, in the vicinity of the Lehigh Valley Railroad, covering the request from the Borough. There was presented at this time an estimate showing that the work would involve an expenditure of approximately $3,000.00, and he recommended that the State Highway Commission enter into arrangements with the Borough of Roselle Park whereby the State will share one-half the cost of the reconstruction at this point in the Borough. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the recommendation of the State Highway Engineer and directed that such an offer be made to the Borough.

Subletting-Route 9, Section 4.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of subletting of contract by Martin White for the grading, concreting, etc. on Route 9, Section 4, at Dunellen, to M. F. Gilligan Sons, in accordance with the request of the contractor who will be responsible for the proper performance of the work.

Legislation-Signals

The Secretary presented a communication received from Assistant Attorney General DeVoe, advising that upon the investigation of the power of the State Highway Commission to proceed toward the removal of traffic signals and beacon lights, in several municipalities in the State, especially in the Boroughs of Point Pleasant Beach and Barnegat, he is of the opinion that Chapter 92 of the Laws of 1923, gives the Governing Body of every municipality the power to erect beacon lights in the streets of the municipality, and the State could not succeed in Chancery in restraining such installations. On motion by Mr. Jelin, seconded by Mr. Stewart, this opinion was ordered received and placed on file, and the Secretary was directed to make note of this circumstance, in order that some means for controlling traffic lighting on State Highways can be placed before the next Legislature by the Commission.

October 6, 1925.

Law Books - Purchase of

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the request of Assistant Attorney General DeVoe for the purchase of law books for the State Highway Department be returned to Mr. DeVoe with the advice that the State Library has the necessary volumes and his request cannot be approved.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following additions, changes and increases in the employments as made by the State Highway Engineer since the last meeting of the Commission:

Employed

10-1-25	Edward S. Fogg,	Maintenance Foreman	$155.00	mo.
"	Patrick H. Bundy,	Gravel Patrolman	90.00	"
"	Edward Conover,	" "	90.00	"
"	John Durr,	" "	85.00	"
"	Moses Herbert,	" "	85.00	"
"	Alfred Hersey,	" "	85.00	"
"	Bernard F. O'Connor,	" "	90.00	"
"	James J. Shallow,	" "	95.00	"
"	Harry P. Tozer,	" "	85.00	"
"	Paul H. Weiss,	" "	85.00	"
"	Thomas J. Finnegan,	Rodman,	90.00	"
"	Ralph B. Evans,	Maintenance Foreman,	155.00	"
"	Geo. H. Bohlinger,	Title Searcher,	125.00	"
"	C. [illegible]. Segraves,	Bridge Designer,	220.00	"
"	C. M. Fox,	" "	220.00	"
"	Wm. J. Hampton,	Highway Inspector,	155.00	"
"	C. G. Crarup,	" "	155.00	"

Increases

10-1-25	Wesley Bates,	Gravel Patrolman,	$ 85-$ 90.	mo.
"	Frank Clerkin,	Principal Clerk,	150- 165.	"
"	W. N. Barry,	Highway Inspector,	165- 175.	"
"	W. S. Konover,	" "	165- 175.	"
"	Edward Banim,	Traffic Investig.	140- 150.	"
"	A. C. Robertson,	Hgwy.Const.Insp.	155- 165.	"
10-15-25	James O'Rourke,	Storekeeper,	155- 165.	"

Discontinued Employments

10-1-25	L. B. Stephenson,	Resident Engineer,	Resigned
9-30-25	Joseph Sullivan,	Principal Clerk,	"
"	Ralph C. Wilson,	Maintenance Foreman,	Laid Off
"	Walter H. Schiller,	Title Searcher,	Resigned
"	M. H. Sayer,	Rodman,	"

Township Aid-Middlesex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the award of contract by Raritan Township, Middlesex County, for Plainfield Avenue, Section 1, to Andrew Keys of Woodbridge, N. J.

October 6, 1925.

Township Aid-Bergen County

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved award of contract by the Borough of Hillsdale in Bergen County for Ruckman Avenue to G. M. Brewster & Son, Inc. with Township and Borough Aid.

Township Aid-Mercer County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Elm Street or Cedar Grove Road, Princeton Township, in Mercer County.

Township Aid-Monmouth County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Elton-Adelphia Road, Section 2, Freehold Township, Monmouth County, Township Aid.

Township Aid-Camden County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of Township Aid Force Account Agreements for Chews-Clementon Road, Gloucester Township, Camden County, Township Aid.

Township Aid-
Hunterdon, Cumberland & Bergen

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved acceptance and final payment when funds become available on the following Township Aid improvements:

Township	County	Road
Fairfield	Cumberland	Fairton-Gouldtown,
Landis	"	West Railroad Boulevard,
Deerfield	"	Rosen Road,
Hillsdale Boro	Bergen	VanEmburgh Avenue,
Washington	"	" "
Holland	Hunterdon	River Road (Milford-Riegelsville,Sec.1)

Township Aid-
VanEmburgh Ave., Bergen County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of an extension of time of eight days on VanEmburgh Avenue in Hillsdale Borough, Bergen County, and twenty-six days on VanEmburgh Avenue in Washington Township, Bergen County.

Laurel Mill Road,
Motor Vehicle Aid-Camden County

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved plans and specifications for Laurel Mill Road, Camden County, Motor Vehicle Aid work.

October 6, 1925.

Route 15, Section 7.

Commissioner Jelin reported the inspection of Route 15, Section 7, Menantico Creek-Port Elizabeth section, and moved that same be accepted and final payment authorized. This was seconded by Mr. Stewart and adopted.

Route 1 Extension, Elizabeth

Commissioner Stewart called attention to the fact that it is very desirable that a conference be held between the State, county and municipal authorities on the matter of Route 1 Extension through Elizabeth, where it will be necessary for property to be acquired and plans to be drawn for the improvement, and he moved that arrangements be made for a conference between the Board of Public Works of Elizabeth, County Engineer J. L. Bauer and City Engineer Collins, said conference to be held at the Commission rooms at the next meeting, on the matter of Route 1 Extension through Elizabeth.

Route 18-North

Commissioner Kidde moved at this time that the State Highway Commission grant an additional allotment of $20,000.00 to the funds already set aside for the improvement of LeMoine Avenue Extension on Route 18-North, to the County of Bergen, in order that this work may be proceeded with at once. This was seconded by Mr. Jelin and adopted.

Cooper River Bridge, Camden

Commissioner Kidde also moved at this time that the Commission approve the award of contract as recommended by the State Highway Engineer at the last meeting to Harrington, Howard & Ash, for engineering services in connection with the construction of the Cooper River Bridge on the Camden Entrance Road, Delaware River Bridge Approach, in the amount of $9,750.00 for the plans and necessary field inspection for a square type bascule bridge over the Cooper River, Camden Entrance Road, Delaware River Bridge Approach.

On motion by Mr. Stewart, seconded by Mr. Kidde, the meeting was recessed for luncheon at 1:30 P.M. to meet again at 2:30. The meeting was reconvened at 2:30 P.M. as agreed, with the same members present as at the morning session.

October 6, 1925.

Route 1 Connecting Link,
Georges Road, New Brunswick

Secretary Grover informed the Commission that a delegation representing the Middlesex County Board of Freeholders and the City of New Brunswick, were present and desired a hearing. On motion, duly seconded, a hearing was granted. There appeared City Attorney Haggerty, County Attorney Richardson, City Engineer Atkinson, and Freeholders Orpen, Haight, Applegate and Quackenbush.

Mr. Haight informed the Commission that the delegation appeared with reference to a matter presented to the State Highway Commission early last Spring, which involved the improvement of Georges Road, New Brunswick, which forms a part of State Highway Route 1. He advised that this was a county road in the city limits, and the county was very desirous of placing it in shape for the relief of traffic over the State Highways, and he further stated that at the time this matter was first considered, there was a tentative statement made that the State might be willing to share one-third of the cost if an agreement could be reached for the balance from the County and the City.

City Engineer Atkinson advised the Commission that the total length of the portion was 2,250 feet, of which it was desired to pave thirty-six feet wide with a concrete base and a bituminous top, at an estimated cost of $60,000.00.

Commissioner Kidde stated that he believed the estimate was high for the work, and must include underground structures which would be called local improvements, but if these local structures were not included in the cost, he would be willing to have the State assume a one-third share.

Commissioner Jelin stated that in view of the fact that this road is the only section on Route 1 which is not in satisfactory condition, and the further fact that it is burdened practically entirely with State Highway traffic, he would move that the State Highway Commission participate in the reconstruction of Georges Road, New Brunswick, to the extent of one-third of the contract cost, the balance to be provided by the county and the municipality. This was seconded by Mr. Stewart and adopted.

October 6, 1925.

Route 4 - Detours

County Engineer Richardson directed the attention of the Commission to the complaint received upon the Rahway Avenue detour from citizens between Woodbridge and Avenel. The Commission advised that this matter had also been presented at the morning session and there was no way in which the Commission could see its way clear to grant further aid on this road, in view of the fact that it is no longer an official detour, and the State Highway Commission has expended approximately $5,000 in putting the road in shape for detour purposes.

Construction Program - 1926

The Commission next conferred on the matter of State Highway funds and the State Highway Program for 1926, and Commissioner Kidde suggested that the Chief Auditor prepare a statement to the Commission as to the funds available and the need for further sale of bonds to meet contract payments. The Secretary advised that this information would be obtained.

Commissioner Kidde, therefore, moved that the meeting be adjourned until Tuesday, October 13th. This was seconded by Mr. Stewart and adopted.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 13, 1925.

A regular meeting of the State Highway Commission was held at the offices of the Commission, Broad Street Bank Building, Trenton, on Tuesday, October 13, 1925. The meeting was called to order by Chairman Scott at 10:15 A.M.

Present: General H. L. Scott, Chairman, Messrs. Percy H. Stewart, Walter Kidde and Abraham Jelin.

Route 1 Extension, Elizabeth

The Secretary presented a communication received from Mr. Sidney W. Eldridge, Chairman of a Special Committee of the Elizabeth Chamber of Commerce, in which he advised that the members of the Chamber, as well as the city and county officials, were anxious to learn the tentative plans of the Commission for Route 1 Extension through Elizabeth, and he inquired whether these plans were in such shape that a public hearing could be given. The Secretary informed the Commission that in line with invitation extended at the last meeting, a hearing had been arranged with the local authorities of the city and county, to take place this day at 11 o'clock. Mr. Stewart, therefore, moved that reply to Mr. Eldridge's letter be held up until after such a hearing. This was seconded and adopted.

Bridges, Route 4, Toms River

The Secretary presented a communication received from Hon. Victor Gelineau, Director of the State Board of Commerce and Navigation, acknowledging receipt of the letter forwarded by the State Highway Commission under date of September 30th on the matter of highway bridges across the North and South Channel and Jake's Branch of Toms River on Route 4. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission ordered this letter received and placed on file.

Route 1 Connecting Link-
Georges Road,
New Brunswick.

The Secretary presented a communication from Thomas H. Hagerty, City Attorney for New Brunswick, advising that Route 1 Connecting Link known as Georges Road, New Brunswick, has been taken over as a county road, and in view of the contemplated improvements to be joined in one-third by the State, and equal amounts by the county and city, he desired information as to what body would prepare the plans and advertise the work. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that this matter be referred to the State Highway Engineer for disposition.

Route 4, Manasquan River Bridge

The Secretary presented a communication received from the Borough of Brielle, requesting that in addition to the lights on the draw over the Manasquan River on Route 4, the Commission install lights along the entire fill, since the old bridge was lighted its entire distance by the county. State Highway Engineer Sloan explained that the bridge portion has been very much shortened, and it is the policy of the Commission to light only drawbridges and not highways or bridge approaches. On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission directed that the Borough of Brielle be advised that it is the policy of the Commission to light draw bridges only, and their request cannot be complied with.

Complaints-Route 4, Detour

The Secretary presented to the Commission a report from Superintendent of Maintenance Muir, on the complaint made by the Resorts Association of Toms River and Barnegat Bay that the streets through Ocean Gate, Springfield and Beachwood, all used as detours during the construction of Route 4, were not returned to the municipalities in good condition by the State. The report advised that, after inspection, the Supervisor reports that these roads are in as good or better condition than they were in May of this year. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the Association be forwarded a copy of the Maintenance Division report.

Invitation- State Association of Freeholders.

The Secretary presented a communication from the State Association of Freeholders, inviting the Commission to attend the next meeting of the Association at the New Lisbon State Institution on October 19th. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission directed that the invitation be acknowledged and they be advised that those Commissioners who can attend will do so.

Right of Way-General

The Secretary presented several bills presented for appraisals on State Highway right of way. On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the following payments:

J. P. Gerity & Co., Woodbridge -	Route	4	Appraisals	$620.00
Joseph B. Langan, Keyport,	"	4	"	50.00
W. M. Bakely & M. L. Ruberton,	"	3	"	20.00
Wilbert Sheldon, Millville,	"	15,	"	20.00
W. Fred Ware, Millville,	"	15,	"	20.00

Meetings

Commissioner Kidde reported having attended the 250th Anniversary Celebration at Salem City on Saturday last, in company with Chairman Scott.

Commissioner Stewart reported having addressed the Kiwanis Club of Atlantic City on Friday, October 9th, and advised that his statements concerning the abuse of roads by overloaded vehicles was well received. He also stated that he had inspected the Amboy Bridge and Route 4, and he found the progress being made on these projects was very rapid, and the road is a wonderful improvement to the State. Mr. Stewart also advised that the local civic organizations in Atlantic City are interested in making a grand demonstration on the opening of Route 4 to traffic.

The Schedule of Business was next taken up item by item as follows, with the recommendation of the State Highway Engineer:

Route 2, Section 4A

There was reported the completion of Route 2, Section 4A, Burlington Cut-off, by the Freehold Construction Company, and its acceptance was recommended. Commissioner Jelin reported that he had inspected this work and found it satisfactory and he moved that it be accepted and final payment authorized. This was seconded by Mr. Stewart and adopted.

Rights of Way

On motion by Mr. Stewart, seconded by Mr. Jelin, the Commission approved the following purchase agreements for right of way on State Highway Routes and directed that a letter of thanks be forwarded in those cases where the conveyance is made for nominal considerations:

Route 3, Section 12, Egg Harbor-Hammonton

Parcel No.		Consideration
8A	Emil J. Edelberg,	$ 1.00
21	Anthony Laubert,	2.40
30 & 30A	Ernest Werner,	2.40
78	William Fables,	22.50
221	Frank Tomasco,	1.00

October 13, 1925.

Parcel		Consideration
	Route 4, Section 9, Ocean View-Seaville	
68	Lina Smallwood,	$ 100.00
	Route 4, Section 31, Tuckerton-New Gretna	
100	John A. Sworbell,	1.00
	Route 4, Section 34, Keyport Cut-off	
1	Elizabeth Rathbone,	25.00
2	C. Rathbone,	75.00
5	John Morrell Est.	175.00
16	Matilda Hoff Est.	200.00
19	Olga Zundt,	1850.00
20	Jeanette Eyers,	25.00
27	Olga Zundt,	1650.00
	Connecting Road, Section 1, Camden	
189	Ernest C. Vahle, et ux	4750.00
	Connecting Road, Section 4, Camden	
6	Helen Oppelt,	7100.00
7	Frank C. & May F. Kirk,	7850.00
	Route 1 Extension, Section 2.	
16	Kenneth Appolant, Condemnation proceedings to be dropped upon execution of agreement.	32,000.00

Right of Way-
Connecting Road, Section 2.

The State Highway Engineer recommended that an offer of $500.00 be made to Millie Frame and Filameno Carmissa, for Parcel 148 on the Camden Extension Connecting Road, Section 2, and in the event of its refusal, to condemn. On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission directed that an offer of $500.00 be made as recommended, and in the event of its refusal, that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Connecting Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Beginning at a point formed by the intersection of the dividing line between lands of grantor herein on the South and lands now or formerly of Edward S. Miller on the North with the easterly side line of Poplar Street, said point being distant seventy-five and fifty-four one-hundredths (75.54) feet in a southeasterly direction along said side line of Poplar Street from the southeasterly side line of Williams Street, said point also being distant twenty-six and twenty-five one-hundredths (26.25) feet in a southeasterly direction from the proposed line of State Highway Connecting Road, Section 2, at Station 84 plus 79.85, as shown on a plan hereto attached, entitled "New Jersey State Highway Department, Camden Extension Division Connecting Road, Property to be acquired from Millie Framo & Filemeno Carmissa, Pensauken Township, Scale 1"=50', July 1925"; and running;

Thence (1) along said dividing line, North fifty-seven degrees, six minutes and thirty seconds East (N57°06'30"E) a distance of forty-five and forty-eight one-hundredths (45.48) feet to a point in the proposed southeasterly right of way line of said Connecting Road; thence (2) along said southeasterly right of way line in a southwesterly direction, concentric with and forty (40) feet distant radially from the proposed center line of said Connecting Road on the arc of a curve to the left with a radius of 2824.93 feet, a distance of forty-seven and seventy-three one-hundredths (47.73) feet to a point in the northeasterly side line of Poplar Street; thence (3) along said side line of Poplar Street, North thirty-two degrees, fifty-three minutes and thirty seconds West (N32°53'30"W) a distance of fourteen and forty-seven one-hundredths (14.47) feet to the point and place of beginning:

CONTAINING three hundred twenty-six (326) square feet, be the same more or less;

INTENDING TO ACQUIRE all that land now owned or controlled by the party of the first part that lies between the proposed right of way lines, distant forty-(40) feet each side of the proposed center line of said Connecting Road, extending from Poplar Street on the West to the rear line of Poplar Street lots on the East;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $500.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Sec. 1, Camden

On recommendation of the State Highway Engineer, Commissioner Stewart moved that an offer of $75.00 be made to Daniel W. Gilberg and Gertrude Elizabeth, his wife, for Parcel 172 on Camden Extension Connecting Road, Section 1, and in the event of its refusal it be acquired by condemnation in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route Section 1, Connecting Road, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

October 15, 1925.

Parcel No. 172

BEGINNING at a point formed by the intersection of the southerly side line of Wyndam Road with the proposed southeasterly right of way line of State Highway Connecting Road, Section 1, said point being distant one hundred sixty-three and twenty-one one-hundredths (163.21) feet westerly along said southerly side line of Wyndam Road from the westerly side line of Penn Street, said point being also distant forty (40) feet southeasterly from the proposed center line of said Connecting Road at Station 128 plus 48.35, as shown on the plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Ralph Huber Clair, Pensauken Township, Scale 1"=50' July, 1925"; and running

Thence (1) along said southeasterly right of way line of said Connecting Road, South forty-one degrees, forty-five minutes, twenty-two seconds West (S41°45'22"W) a distance of forty-eight and eleven one-hundredths (48.11) feet to a point in the dividing line between lands of grantor herein on the East and lands now or formerly of Edward M. Solomon, Inc. on the West; thence (2) along said dividing line, North eight degrees, seven minutes, thirty seconds West (N8°07'30"W) a distance of thirty-one (31) feet to a point in the southerly side line of Wyndam Road; thence (3) along said southerly side line of Wyndam Road, North eighty-one degrees, fifty-two minutes, thirty seconds East (N81° 52'30"E) a distance of thirty-six and seventy-nine one-hundredths (36.79) feet to the point and place of beginning;

CONTAINING five hundred seventy (570) square feet, be the same more or less;

INTENDING TO ACQUIRE that triangular portion of land at the northwesterly corner of lands of grantor lying between the proposed right of way lines, distant forty (40) feet each side of the proposed center line of said Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $75.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Section 2

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $475.00 be made to Michael & Kate Szivery for Parcel 116 on the Camden Extension Connecting Road, Section 2, and in the event of its refusal, it be acquired by condemnation in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Connecting Road, Section 2, ALL that certain lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

October 13, 1925.

Parcel 116

BEGINNING at the intersection of the proposed westerly right of way line of the State Highway Connecting Road and the dividing line between the lands of grantor and Walter E. Gross, said place of beginning being North eighty-nine degrees, fifty minutes East (N89°50'E) ninety-three and ten hundredths (93.10) feet from a point on the easterly line of 41st Street, said last mentioned point being South ten minutes East (S0°10'E) two hundred twenty and fifteen hundredths (220.15) feet along the easterly line of 41st Street from the southeast corner of Federal Street and 41st Street, said place of beginning also being forty (40) feet westerly and normal to proposed center line at Station 68 plus 22.27, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Michael & Kate Szivery, City of Camden, Scale 1" equals 50', July 1925," and running;

Thence (1) along said proposed westerly right of way line forty (40) feet westerly and parallel to the proposed center line North nineteen degrees, six minutes, ten seconds East (N19°06'10"E) forty-two and thirty-seven hundredths (42.37) feet to dividing line between lands of grantor and Peter Harvey Harrop; thence (2) along said dividing line North eighty-nine degrees, fifty minutes East (N89°50'E) seventeen and fifteen hundredths (17.15) feet to dividing line between lands of grantor and Charles F. & Emma T. Steiger; thence (3) along said dividing line South seven degrees, thirty-four minutes, twenty-five seconds West (S7°34'25"W) forty and thirty-four hundredths (40.34) feet to dividing line between lands of grantor and Walter E. Gross; thence (4) along said dividing line South eighty-nine degrees, fifty minutes West (S89°50'W) thirty-six and thirty-four hundredths (36.34) feet to place of beginning;

CONTAINING one thousand, seventy (1.070) square feet, be the same more or less;

INTENDING TO CONVEY all that land contained in lot now owned or controlled by grantor that lies within forty (40) feet of the proposed center line of the Connecting Road;

TOGETHER WITH right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

IT IS HEREBY UNDERSTOOD AND AGREED that the grantor will remove or cause to be removed all buildings from within the limits of the right of way hereinabove described, and that the cash consideration hereinabove agreed to is to be considered by both parties hereto as payment in full to the grantor, his heirs, lessees, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $475.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

October 13, 1925.

Right of Way-
Entrance Road, Section 2.

On recommendation of the State Highway Engineer, Commissioner Stewart moved that an offer of $7164.08 be made to the Taylor White Extracting Company for Parcels Nos. 50, 52, 55, 56, 57 and 58 on the Camden Extension Entrance Road, Section 2, and in the event of its refusal that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Entrance Road, Section 2, ALL that certain Lot, tract or parcels of land and premises situate, lying, and being in the State of New Jersey, and more particularly described as follows:

Parcel 50

BEGINNING in the riparian line on the left bank of Cooper River and in the proposed northerly right of way line of the Delaware River Bridge Entrance Road and running;

Thence (1) along said riparian line North fifty-seven degrees, fifty-seven minutes, fifty seconds East (N57°57'50"E) sixty-five and sixty-seven hundredths (65.67) feet to an angle in same; thence (2) still along the same South seventy-two degrees, four minutes, fifty seconds East (S72°04'50"E) ninety-seven and eighty-two hundredths (97.82) feet to the extension of the line between grantee and the Samuel H. French Company; thence (3) along said line extended South ten degrees, twenty-nine minutes, fifty-eight seconds East (S10°29'58"E) twenty-two and eighty-eight hundredths (22.88) feet to the proposed northerly right of way line of the Delaware River Bridge Entrance Road: thence (4) along said right of way line North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) fifty-seven and thirty-seven hundredths (57.37) feet to a point of curve; thence (5) still along same, curving to the right with a radius of thirteen hundred, seventy-two and sixty-nine hundredths (1372.69) feet distant along the arc ninety-six and sixty-two hundredths (96.62) feet "the chord for this course bearing North eighty-two degrees, thirty-seven minutes, twenty-one seconds West (N82°37'21"W) and being ninety-six and six tenths (96.6) feet long" to the place of beginning;

CONTAINING in area forty-two hundred ninety-seven (4297) square feet more or less, lying to the northerly side of the proposed Delaware River Bridge Entrance Road and extending to the present riparian line of Cooper River, and

Consisting of the release or abandonment of riparian rights one hundred sixty-three and forty-nine hundredths (163.49) feet in length;

Subject to the right of the State of New Jersey to build and maintain slopes over this tract as may be necessary in the construction of the above mentioned highway; said right of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway.

Parcel 52

BEGINNING in the riparian line of the left bank of Cooper River and corner to lands of grantor and the Public Service Electric Company, and running;

Thence (1) along said riparian line North fifty-seven degrees, fifty-seven minutes, fifty seconds East (N57°57'50"E) sixty-eight and eighty-three hundredths (68.83) feet to the proposed northerly right of way line of the Delaware River Bridge Entrance Road; thence (2) along said right of way line and through the lands of grantor of which this tract about to be conveyed is a part, curving to the left with a radius of thirteen hundred seventy-two and sixty-nine hundredths (1372.69) feet distant on the arc ninety-six and sixty-two hundredths (96.62) feet (the chord for this course bearing South eighty-two degrees, thirty-seven minutes, twenty-one seconds East (S82°37'21"E) and being ninety-six and six tenths (96.6) feet long) to a point of tangency; thence (3) still along the same South eighty-four degrees, thirty-eight minutes, twenty seconds East (S84°38'20"E) one hundred forty-nine and nine tenths (149.9) feet to another point in the above mentioned riparian line; thence (4) along said riparian line South seventy-two degrees, four minutes, fifty-seconds East (S72°04'50"E) twenty-five and ninety-seven hundredths (25.97) feet to the line of lands of the Parkside Land Company as extended to the riparian line; thence (5) along the line of lands of the grantor and Parkside Land Company South five degrees, thirty-one minutes, fifty seconds East (S5°31'50"E) one hundred sixteen and forty-six hundredths (116.46) feet to the proposed southerly right of way line of the Delaware River Bridge Entrance Road; thence (6) along said right of way line and through lands of grantor North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) one hundred ninety-seven and twenty-five hundredths (197.25) feet to a point of curve; thence (7) still by the same curving to the right with a radius of fourteen hundred ninety-two and sixty-nine hundredths (1492.69) feet distant on the arc ninety-four and thirty-nine hundredths (94.39) feet (the chord for this course bearing North eighty-two degrees, forty-nine minutes, thirty-eight seconds West (N82°49'38"W) and being ninety-four and thirty-seven hundredths (94.37) feet long) to the line of lands of the Public Service Electric Company; thence (8) along line of lands of grantor and said Public Service Company North thirty degrees, thirty-one minutes, fifty seconds West (N30°31'50"W) ninety-seven and four hundredths (97.04) feet to the place of beginning;

CONTAINING in area thirty-seven thousand twenty-two (37.022) square feet more or less lying within the proposed right of way lines of the Delaware River Bridge Entrance Road and between the lands of the Public Service Electric Company and the Parkside Land Company and consisting of a release of riparian rights ninety-four and eight tenths (94.8) feet in length;

TOGETHER WITH thr eight to form and maintain slopes over adjoining lands of grantor as may be necessary for the construction of said highway, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway;

Parcel 55

BEGINNING at the intersection of the line of lands of Public Service Electric Company and the grantor with the proposed mean low water line on the right bank of the proposed bed of Cooper River, and running;

Thence (1) along said proposed mean low water line South eighty-four degrees, thirty-eight minutes, twenty seconds East (S84°38'20"E) one hundred sixty-nine and eighty-four hundredths (169.84) feet to the extension of line between lands of South Jersey Gas, Electric & Traction Company and S. H. French Company; thence (2) along said extended line North ten degrees twenty-nine minutes, fifty-eight seconds West (N10° 29'58"W) twenty-one and sixty-two hundredths (21.62) feet to the proposed mean high water line on the right bank of the proposed bed of Cooper River; thence (3) along said proposed mean high water line South eighty-four degrees, thirty-eight minutes, twenty seconds East (S84° 38'20"E) one hundred four and eighty-two hundredths (104.82) feet to the line of land of the Parkside Land Company; thence (4) along said line South five degrees thirty-one minutes, fifty seconds East (S5° 31'50"E) one hundred ninety and twenty-two hundredths (190.22) feet to the proposed mean low water line of the left bank of the proposed bed of Cooper River; thence (5) along said proposed mean low water line and other land of grantor North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) two hundred three and sixty-seven hundredths (203.67) feet to the line of land of the Public Service Electric Company; thence (6) along said line North five degrees, thirty-one minutes, fifty seconds West (N5°31'50"W) thirty-six and sixty-one hundredths (36.61) feet to an angle: thence (7) still along same North thirty degrees, thirty-one minutes, fifty seconds West (N30°31'50"W)

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one hundred sixty and fifty-three hundredths (160.53) feet to the place of beginning;

CONTAINING forty thousand four hundred sixty-one (40,461) square feet more or less, lying within the proposed bed of Cooper River and between lands of the Public Service Electric Company and Parkside Land Company:

Except that the right to form and maintain slopes over this tract as may be necessary in the construction of said road is reserved to the State of New Jersey, said right of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said road;

The grantee hereby retaining the right to use such land provided that such use does not interfere with said slopes or endanger said highway.

Parcel 56

BEGINNING at the intersection of the proposed southerly right of way line of the Delaware River Bridge Entrance Road with the line of lands of Public Service Electric Company and grantor and running;

Thence (1) along said proposed southerly right of way line of the Delaware River Bridge Entrance Road, curving to the left with a radius of fourteen hundred ninety-two and sixty-nine hundredths (1492.69) feet distant along the arc ninety-four and thirty-nine hundredths (94.39) feet (the chord for this course bearing South eighty-two degrees, forty-nine minutes, thirty-eight seconds East (S82°49'38"E) and being ninety-four and thirty-seven hundredths (94.37) feet long) to the end of curve; thence (2) still along same right of way line South eighty-four degrees, thirty-eight minutes, twenty seconds East (S84°38'20"E) ninety-one and forty-six hundredths (91.46) feet to the intersection with the extension of line of lands between South Jersey Gas, Electric & Traction Company and S. H. French Company: thence (3) along said extended line South five degrees, thirty-one minutes, fifty seconds East (S5°31'50"E) thirty-two and sixty-four hundredths (32.64) feet to the proposed mean low water line on the right bank of the proposed bed of Cooper River; thence (4) along said proposed mean low water line North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) one hundred sixty-nine and eighty-four hundredths (169.84) feet to the line of lands of Public Service Electric Company: thence (5) along said line North thirty degrees, thirty-one minutes, fifty seconds West (N30°31'50"W) forty-two and forty-three hundredths (42.43) feet to the point of beginning;

CONTAINING in area five thousand six hundred thirty-seven (5637) square feet more or less, lying between the proposed Delaware River Bridge Entrance Road and the proposed bed of Cooper River and between land of the Public Service Electric Company and extended line of land between South Jersey Gas, Electric & Traction Company and S. H. French Company;

Except the right to form and maintain slopes over this tract as may be necessary in the construction of said road is reserved to the State of New Jersey, said right of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said road.

Parcel 57

BEGINNING at the intersection of the proposed southerly right of way line of the Delaware River Bridge Entrance Road with the extended westerly line of land of S. H. French Company and South Jersey Gas, Electric & Traction Company, and running:

Thence (1) along said right of way line South eighty-four degrees, thirty-eight minutes, twenty seconds East (S84°38'20"E) one hundred five and eight tenths (105.8) feet to the line of land of Parkside Land Company; thence (2) along said line South five degrees, thirty-one minutes, fifty seconds East (S5°31'50"E) ten and seventy-nine hundredths (10.79) feet to the proposed mean high water line on the right bank of the proposed bed of Cooper River: thence (3) along said proposed mean high water line North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) one hundred four and eighty-two hundredths

(104.82) feet to the extended line of lands of South Jersey Gas, Electric & Traction Company and grantee; thence (4) along said line of land North ten degrees, twenty-nine minutes, fifty-eight seconds West (N10°29'58"W) eleven and two hundredths (11.02) feet to the place of beginning;

CONTAINING in area one thousand one hundred sixteen (1116) square feet more or less, lying between the proposed Delaware River Bridge Entrance Road and the proposed bed of Cooper River and between the extended line of land between the South Jersey Gas, Electric & Traction Company and S. H. French Company and the Parkside Land Company;

Except that the right to form and maintain slopes over this tract as may be necessary in the construction of said road is reserved to the State of New Jersey, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent land from the level of said highway, the grantee hereby retaining the right to use such land, providing such use does not interfere with said slopes or endanger said highway.

Parcel 58

BEGINNING at the intersection of the northerly right of way line of the Delaware River Bridge Entrance Road with the extension of line of land between South Jersey Gas, Electric & Traction Company and grantee and running;

Thence (1) along said line North ten degrees, twenty-nine minutes, fifty-eight seconds West (N10°29'58"W) twenty-two and eighty-eight hundredths (22.88) feet to the present riparian line on the left bank of the Cooper River; thence (2) along said riparian line South seventy-two degrees, four minutes, fifty seconds East (S72°04'50"E) one hundred one and twenty-one hundredths (101.21) feet to the proposed northerly right of way line of the Delaware River Bridge Entrance Road; thence (3) along said proposed right of way line North eighty-four degrees, thirty-eight minutes, twenty seconds West (N84°38'20"W) ninety-two and fifty-three hundredths (92.53) feet to the place of beginning;

CONTAINING in area one thousand eighteen (1018) square feet more or less, lying between the Delaware River Bridge Entrance Road and adjacent land about to be conveyed to the grantee;

Except that the right to form and maintain slopes over this tract as may be necessary in the construction of said road is reserved to the State of New Jersey, said right of maintenance to remain in effect for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway; the grantee hereby retaining the right to use such land, providing such use does not interfere with said slopes or endanger said highway;

Subject to the release or abandonment of riparian rights one hundred one and twenty-one hundredths (101.21) feet in length.

The State Highway Engineer is hereby authorized and directed in behalf of this Commission to make an offer of the sum of $7164.08 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

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Right of Way-
Entrance Road, Section 2

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $1671.74 be made to S. H. French Estate, Fidelity Trust Company of Philadelphia, Trustees, for Parcel 83 on Camden Extension Entrance Road, Section 2, and in the event of its refusal, it be acquired by condemnation in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Entrance Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 83

BEGINNING at the intersection of the present mean high water line of Cooper River and the proposed northerly right of way line of the proposed Delaware River Bridge Entrance Road and running:

Thence (1) along said right of way line and land of grantor, curving to the right with a radius of twenty-nine hundred twenty-four and ninety-three hundredths (2924.93) feet distant along the arc six hundred fifty-four and nine tenths (654.9) feet (the chord for this course bearing South seventy-four degrees, twenty-one minutes, forty-five seconds East (S74°21'45"E) and being six hundred fifty-three and fifty-four hundredths (653.54) feet long) to the land of grantor and Forest Hill Gardens Company: thence (2) along said line South forty-eight degrees, thirty-nine minutes, twenty-five seconds West (S49°39'25"W) one hundred thirty-four and ninety-three hundredths (134.93) feet to the proposed southerly right of way line of the proposed Delaware River Bridge Entrance Road; thence (3) along said right of way line and land of grantor curving to the left with a radius of twenty-eight hundred four and ninety-three hundredths (2304.93) feet distant along the arc three hundred twelve and five tenths (312.5) feet (the chord for this course bearing North seventy-two degrees, twenty-two minutes twenty-seven seconds West (N72°22'27"W) and being three hundred twelve and thirty-four hundredths (312.34) feet long) to the present mean high water line on the right bank of Cooper River; thence (4) along said present mean high water line North twenty-seven degrees, four minutes, thirty seconds West (N27°04'30"W) twenty and twenty-five hundredths (20.25) feet to an angle; thence (5) still along said mean high water line North fifty-one degrees, thirty-three minutes West (N51°33'W) one hundred seventy (170) feet to an angle; thence (6) still along said mean high water line North sixty degrees, fifty-two minutes, thirty seconds West (N60°52'30"W) eighty (80) feet to an angle; thence (7) still along said mean high water line North sixty-six degrees, four minutes, thirty seconds West (N66°04'30"W) nineteen and eighty-four hundredths (19.84) feet to the place of beginning;

CONTAINING in area forty-eight thousand, five hundred ninety-seven (48.597) square feet more or less, on the right bank of Cooper River and lying within the proposed right of way lines of the proposed Delaware River Bridge Entrance Road and between the easterly property line of grantor and mean high water line;

TOGETHER with the right to form and maintain slopes over adjoining lands of grantor as may be necessary in the construction of said road is reserved to the State of New Jersey: said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent land from the level of said highway;

The grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway:

And the party of the first part agrees to release the right of frontage on the right bank of Cooper River as now located in consideration of the conveyance assigned by party of the second part to party of

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the first part, said lands lying and being in the City of Camden, in the County of Camden and State of New Jersey, more particularly described in descriptions of Parcels Nos. 82 and 79, which descriptions are hereby attached hereto and form a part of this agreement;

And the party of the second part agrees to fill said land to a level above mean high water in said Cooper River.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $1671.74 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey, free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Section 2, Camden

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $813.60 be made to Willard Martz et ux, for Parcel 110 on Camden Extension Connecting Road, Section 2, and in the event of its refusal that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Route, Connecting Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 110

BEGINNING at the intersection of the proposed easterly right of way line of the State Highway Connecting Road and the dividing line between lands of grantor and lot belonging to Joseph Goetz, said place of beginning being North eighty-nine degrees, fifty minutes East (N89° 50'E) one hundred seven and ninety-three hundredths (107.93) feet from a point on the easterly line of 41st Street, said last mentioned point being North ten minutes West (N0°10'W) seventy-eight and sixty-hundredths (78.60) feet along the easterly line of 41st Street from the northeast corner of Myrtle Avenue and 41st Street, said place of beginning also being forty (40) feet easterly and normal to proposed center line at Station 66 plus 38.36, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Willard Martz, City of Camden, Scale 1" equals 50', July 1925," and running;

Thence (1) along said dividing line between lands of grantor on the North and lands of Joseph Goetz on the South, South eighty-nine degrees, fifty minutes West (S89°50'W) eighty-four and seventy-five hundredths (84.75) feet to the proposed westerly right of way line of the Connecting Road; thence (2) along said proposed westerly right of way line forty (40) feet westerly and parallel to the proposed center line North nineteen degrees, six minutes, ten seconds East (N19°06'10"E) forty-two and thirty-seven hundredths (42.37) feet to the dividing line between lands of grantor and Kathryn Stringer; thence (3) along said dividing line North eighty-nine degrees, fifty minutes East (N89°50'E) eighty-four and seventy-five hundredths (84.75) feet to the proposed easterly right of way line of the Connecting Road; thence (4) along said proposed easterly right of way line forty (40) feet easterly parallel to the proposed center line South nineteen degrees, six minutes, ten seconds West (S19°06'10"W) forty-two and thirty-seven hundredths (42.37) feet to the place of beginning;

CONTAINING three thousand, three hundred and ninety (3,390) square feet, be the same more or less;

INTENDING TO CONVEY all that land contained in lot now owned or controlled by the grantor that lies within forty (40) feet of the proposed center line of the Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $813.60 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately obtained by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Section 2, Camden

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $813.60 be made to Kathryn Stringert, et al for Parcel No. 111 on Camden Extension Connecting Road, Section 2, and in the event of its refusal, that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Connecting Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 111

BEGINNING at the intersection of the proposed easterly right of way line of the State Highway Connecting Road and the dividing line between the lands of grantor and lot belonging to Willard Lartz, said place of beginning being North eighty-nine degrees, fifty minutes East (N89°50'E) one hundred twenty-one and ninety-two hundredths (121.92) feet from a point on the easterly line of 41st Street, said last mentioned point being North ten minutes West (N0 10'W) one hundred eighteen and sixty hundredths (118.60) feet along the easterly line of 41st Street from the northeast corner of Myrtle Avenue and 41st Street, said place of beginning also being forty (40) feet easterly and normal to proposed center line Station 66 plus 80.74, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Kathryn Stringer, City of Camden, Scale 1" equals 50', July 1925," and running;

Thence (1) along said dividing line between the lands of grantor and Willard Martz, South eighty-nine degrees, fifty minutes West (S89°50'W) eighty-four and seventy-five hundredths (84.75) feet to the proposed westerly right of way line of the Connecting Road; thence (2) along said proposed westerly right of way line forty (40) feet westerly and parallel to the proposed center line North nineteen degrees, six minutes, ten seconds East (N19°06'10"E) forty-two and thirty-seven hundredths (42.37) feet to the dividing line between the lands of grantor and Charles H. Dahl; thence (3) along said dividing line North eighty-nine degrees, fifty minutes, East (N89°50'E) eighty-four and seventy-five hundredths (84.75) feet to the proposed easterly right of way line of the Connecting Road; thence (4) along said proposed right of way line forty (40) feet easterly and parallel to the proposed center line South nineteen degrees, six minutes, ten seconds West (S19°06'10"W) forty-two and thirty-seven hundredths (42.37) feet to the place of beginning;

CONTAINING three thousand, three hundred and ninety (3390) square feet, be the same more or less;

Intending to convey all that land contained in lot now owned or controlled by the grantor that lies within forty (40) feet of the proposed center line of the Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $813.60 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Section 2, Camden

On recommendation of the State Highway Engineer, Commissioner Kidde moved that an offer of $3352.88 be made to C. Frazier Hadley for Parcel 128 on Camden Extension Connecting Road, Section 2, and in the event of its refusal that condemnation proceedings be instituted in accordance with the following resolution:

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RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of State Highway Connecting Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 128

BEGINNING at the intersection of the northeasterly line of 41st Street and the dividing line between lands of grantor and Elsie P. Dunn, said place of beginning being North thirty-two degrees, twenty-one minutes, forty seconds West (N32°21'40"W) one hundred fifty-two and ninety-five hundredths (152.95) feet along the northeasterly line of 41st Street from the northeast corner of 41st Street and Federal Street, said place of beginning also being thirty-four and fourteen hundredths (34.14) feet easterly and normal to the proposed center line Station 73 plus 84.42, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from C. Frazier Hadley, Pensauken Township, Scale 1" equals 50', July 1925," and running;

Thence (1) along said northeasterly line of 41st Street, North thirty-two degrees, twenty-one minutes, forty seconds West (N32°21'40"W) eighty (80.00) feet to the dividing line between lands of grantor and Edwin & Annie C. Foster; thence (2) along said dividing line at right angle to 41st Street North fifty-seven degrees, thirty-eight minutes, twenty seconds East (N57°38'20"E) one hundred nineteen and ninety-nine hundredths (119.99) feet to the dividing line between lands of grantor and Charles S. & Maggie Ross; thence (3) along said dividing line and parallel to 41st Street, South thirty-two degrees, twenty-one minutes, forty seconds East (S32°21'40"E) twenty-seven and sixty-two hundredths (27.62) feet to the proposed southeasterly right of way line of Connecting Road; thence (4) along said proposed southeasterly right of way line of forty (40) feet East and parallel to proposed center line South thirty-one degrees, twenty-nine minutes, twenty seconds West (S31°29'20"W) eighteen and eighty-five hundredths (118.85) feet to the dividing line between lands of grantor and Elsie P. Dunn; thence (5) along said dividing line and right angle to 41st Street South fifty-seven degrees, thirty-eight minutes, twenty seconds West (S57°38'20"W) thirteen and thirty hundredths (13.30) feet to the place of beginning;

CONTAINING six thousand eight hundred five (6,805) square feet, be the same more or less;

INTENDING TO CONVEY all that land contained in lot now owned or controlled by grantor that lies within forty (40) feet of the proposed center line of the Connecting Road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $5552.88 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Connecting Road, Section 2, Camden

On recommendation of the State Highway Engineer, Commissioner Stewart moved that an offer of $5550.00 be made to Edward F. and Almeda Sutton, for Parcel 136 on Camden Extension Connecting Road, Section 2, and in the event of refusal that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey for public use in the construction of Connecting Road, Section 2, A.M. that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 136

BEGINNING at the intersection of the dividing line between lands of grantor and Jennie B. Nunn and the northeasterly line of 42nd Street, said intersection being South thirty-two degrees, twenty-one minutes, forty seconds East (S32°21'40"E) one hundred eighty-one and seventy-three hundredths (181.73) feet along the northeasterly line of 42nd Street from the southeast corner of 42nd Street and South Chestnut Street, said place of beginning also being sixty-two hundredths (0.62) feet easterly and normal to the proposed center line Station 77 plus 23.93 as shown on a plan hereto attached entitled, "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Edward F. & Almeda Sutton, Pensauken Township, Scale 1" equals 50', July 1925," and running;

Thence (1) along said northeasterly line of 42nd Street North thirty-two degrees, twenty-one minutes, forty seconds West (N32°21'40"W) forty (40) feet to dividing line between lands of grantor and Horace H. Fritz, Trustee; thence (2) along said dividing line at right angles to 42nd Street North fifty-seven degrees, thirty-eight minutes, twenty seconds East (N57°38'20"E) one hundred twenty-five (125) feet to rear lot line of lots on northeast side of 42nd Street; thence (3) along said rear lot line which is also dividing line between lands of grantor and Charles & Louise Burgert, South thirty-two degrees, twenty-one minutes forty seconds East (S32°21'40"E) twenty-two and fifty hundredths (22.50) feet to proposed southeasterly right of way line of Connecting Road; thence (4) along said southeasterly right of way line forty (40) feet easterly and parallel to proposed center line South thirty-one degrees, twenty-nine minutes, twenty seconds West (S31°29'20"W) thirty-nine and seventy-one hundredths (39.71) feet to dividing line between lands of grantor and Jennie B. Nunn thence (5) along said dividing line South fifty-seven degrees, thirty-eight minutes, twenty seconds West (S57°38'20"W) eighty-nine and thirty-five hundredths (89.35) feet to the place of beginning;

CONTAINING four thousand six hundred eighty-eight (3,688) square feet, be the same more or less;

INTENDING TO CONVEY all that land contained in lot now owned or controlled by the grantor that lies within forty (40) feet of the proposed center line of the Connecting Road;

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor; said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway:

IT IS HEREBY UNDERSTOOD AND AGREED that the grantor will remove or cause to be removed all buildings from within the limits of the fitht of way hereinabove described, and that the cash consideration hereinabove agreed to is to be considered by both parties hereto as payment in full to the grantor, his heirs, lessess, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $5[illegible]0.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way-
Entrance Road, Section 3. Camden

On recommendation of the State Highway Engineer, Commissioner Jelin moved that an offer of $240.36 be made to the Forest Hill Boat Club, for Parcel 86 on Camden Extension Entrance Road, Section 3, and in the event of its refusal that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Entrance Road, Section 3, Camden, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel 86

BEGINNING on the southerly line of Woolwich Street at a distance of eight hundred ninety-one and thirty-nine hundredths (891.39) feet easterly from the easterly line of Baird Boulevard, said place of beginning being corner to lands of grantor and Hatch Land & Improvement Company and running;

Thence (1) along said southerly line of Woolwich Street, South fifty-nine degrees, eight minutes, thirty seconds East(S59°08'30"E) sixty (60) feet to a corner to lands of grantor and Forest Hill Gardens Company; thence (2) along line between grantor and said Forest Hill Gardens Company, South thirty degrees, fifty-one minutes, thirty seconds West (S30°51'30"W) seventy (70) feet to the southerly right of way line of the proposed Delaware River Bridge Entrance Road; thence (3) along said southerly right of way line and parallel with and seventy (70) feet distant from the southerly line of Woolwich Street North fifty-nine degrees eight minutes, thirty seconds West (N59°08'30"W) sixty (60) feet to the dividing line between lands of grantor and Hatch Land & Improvement Company; thence (4) along said dividing line North thirty degrees, fifty-one minutes, thirty seconds East (N30°51'30"E) seventy (70) feet to the place of beginning;

CONTAINING forty-two hundred (4200) square feet more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the southerly line of Woolwich Street and the southerly right of way line of the proposed Delaware River Bridge Entrance Road, extending from lands of the Hatch Land & Improvement Company on the West and lands of Forest Hill Gardens Company on the East:

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of adjacent lands from the level of said highway; the grantor hereby retaining the right to use such land providing such use does not interfere with said slopes or endanger said highway.

October 13, 1925.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $240.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Route 14 Abandonment

On recommendation of the State Highway Engineer, Commissioner Kidde moved the adoption of the following resolution of abandonment on one portion of State Highway Route 14, Section 11, Petersburg-Tuckahoe section:

> WHEREAS, the State Highway Commission has heretofore taken over as a State Highway, in accordance with the provisions of Chapter 14, Laws of 1917, a certain road or roads, known as State Highway Route 14, from Egg Harbor City to Cape May City, by way of Mays Landing, Tuckahoe and Cape May Court House, and
>
> WHEREAS, in the construction and improvement of the said State Highway Route 14, Section 11, Petersburg to Tuckahoe, it has been found desirable to relocate a certain portion of the said route for the purpose of betterment of the alignment, grade, etc., and
>
> WHEREAS, upon the construction of the said route and section of the revised line, there is a certain portion heretofore used as a part of the road before improvement which is no longer needed as a part of the improved State Highway,
>
> NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of New Jersey that the certain portion of State Highway Route 14, Section 1, as hereinafter described, be and the same is hereby abandoned as a part of State Highway Route 14, Section 11, and vacated in accordance with the provisions of Chapters 14 and 15, Laws of 1917, and the amendment thereto in Chapter 220, Laws of 1919.
>
> Beginning at a point in the Seaville and Tuckahoe Road about one-half (1/2) mile South of Middletown where the road to Ocean City intersects the same, and running thence (1) in a northwesterly direction a distance of three hundred eleven and three tenths (311.3) feet more or less to a point in the new easterly right of way line of State Highway Route 14, Section 11, said point being measured thirty-three (33) feet normally from the center line of the said State Highway at about Station 1413 plus 41.

BE IT FURTHER RESOLVED that a notice of this vacation be forwarded to the Board of Chosen Freeholders of Cape May County, the governing body having jurisdiction over the road at the time of its being taken over as a State Highway.

It being the intention of the State Highway Commission to abandon and vacate that portion of the old road as taken over May 1, 1920, lying outside the limits of the acquired right of way of the new road as constructed between a point in the Seaville and Tuckahoe Road about one-half (1/2) mile South of Middletown where the road to Ocean City intersects the same and Station 1413 plus 41 more or less as shown on plan attached hereto and on file in the offices of the said State Highway Commission at Trenton, New Jersey.

Right of Way-Route 8

The State Highway Engineer presented to the Commission a letter received from Alexander M. MacLeod, Attorney for Marine Brandt, property owner in the vicinity of Reeves Bridge on Route 8, requesting that provision be made for raising his house to the level of the road. The State Highway Engineer advised that in the construction of the new bridge, the level of the highway was raised some eighteen inches in front of the property in question, and prior to the construction, negotiations were undertaken with the property owner for the acquisition of this property, but his demands were excessive. This resulted in the construction of retaining wall, without encroaching upon the property in any way. He recommended that the owner be advised that the State Highway Commission assumes no obligations in the matter. On motion by Mr. Stewart, seconded by Mr. Jelin, the recommendation was adopted.

Employments

On motion by Mr. Stewart, seconded by Mr. Kidde, the Commission approved the following additions, increases and changes in the employments as approved by the State Highway Engineer since the last meeting:

Employed

10-7-25	Lewis K. Sneath,	Engineering Drfts.	$125.00 mo.
9-24-25	F. Garcia Gomez,	Mechanic,	.65 hr.
9-21-25	Alvin Suthard,	"	.55 "
10-5-25	Milton Anderson,	"	.60 "

Increase

10-15-25	Wm. H. Marshall,	Garage Assistant, $.55 to $.60 hr.

October 13, 1925.

Salary & Title Change

10-1-25	Chas. Scott,	Rollerman, to Garage Asst.	$150.00 mo. .45 hr.

Crestmoor Bridge, Hunterdon Co.

State Highway Engineer Sloan reported the completion of Crestmoor Bridge, Hunterdon County, Motor Vehicle Aid work, and recommended final acceptance. On motion by Mr. Kidde, seconded by Mr. Jelin, the Commission directed that this be referred to Mr. Stewart for final inspection.

East Front Street, Plainfield

The State Highway Engineer reported the completion of East Front Street, Plainfield, and Scotch Plains, Union County. On motion by Mr. Kidde, seconded by Mr. Jelin, this was referred to Commissioner Stewart for final inspection prior to acceptance.

Turnerville-Sicklerville Road, Sections 1 & 2, Camden County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved the final acceptance of Turnerville-Sicklerville Road, Sections 1 and 2, Camden County Motor Vehicle Aid work, and directed final payment to be made.

Neshanic-Clover Hill Road.

Commissioner Stewart reported the final inspection of the Neshanic-Clover Hill Road, in Hillsborough Township, Somerset County, and moved final acceptance of the same. This was seconded by Mr. Kidde and adopted.

Right of Way-Route 3

Commissioner Jelin reported that he had investigated the property of Laura S. Rider on Route 3, Section 14, at Absecon, and he had been able to secure a saving in the cost of the building removal of about $3500, but he believed that a lower price could be secured if additional bids were requested. On motion by Mr. Stewart, seconded by Mr. Kidde, the report was received and the State Highway Engineer was directed to secure additional bids on the removal of building.

Right of Way-Route 4

On motion by Mr. Jelin, seconded by Mr. Stewart, the Commission approved of an agreement with the Township of Woodbridge on Route 4, Section 32, for additional work and materials to be included in the construction of this road by the State.

October 13, 1925.

Conventions

The secretary presented a communication received by Chairman Scott from the Fourth Annual Asphalt Paving Conference, inviting the Commission to attend the conference to be held at the Book-Cadillac Hotel, Detroit, October 21, 22 and 23. On motion, duly seconded, the communication was ordered received and filed.

Annual Report-1925

Commissioner Stewart inquired as to whether it would be possible to commence work on the 1925 Annual Report in order that it may be completed before the next Legislature convenes. State Highway Engineer Sloan reported that the bulk of the work in the report must be held off until about December first, when the construction work is practically completed on the State Highways.

The Commission next recessed for luncheon at 1 P. M. to meet again at 2 P. M. The meeting was reconvened at 2 P. M. with the same members present as at the morning session.

Route 1 Extension, Elizabeth

The secretary advised that the local authorities of Elizabeth and Union County had failed to make their appearance in accordance with written invitations extended for a conference this day, except for County Engineer Jacob L. Bauer. The Commission then went into conference with Mr. Bauer on the matter of Route 1 Extension through Elizabeth, until 3 P.M., when, on motion by Mr. Jelin, seconded by Mr. Stewart, the meeting was adjourned until October 20, 1925, at 10:30 A.M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

MINUTES OF MEETING - October 20, 1925.

A regular meeting of the State Highway Commission was held at the Commission rooms, Broad Street Bank Building, Trenton, Tuesday, October 20, 1925. The meeting was called to order at 10:30 A. M., by Chairman Scott.

Present: Gen. H. L. Scott, Chairman, Messrs. Percy H. Stewart,
Walter Kidde and Abraham Jelin.

Route #1 Extension, Elizabeth

The Secretary informed the Commission that a delegation represented by County Engineer J. L. Bauer, City Engineer Thomas E. Collins and representatives of the Board of Public Works, were present to discuss with the Commission the matter of the extension of Route #1 through Elizabeth. On motion, duly seconded, a conference was completed at 11:30 and the Commission resumed the regular order of business.

Right of Way, Entrance Road, Camden

The Secretary informed the Commission the Hon. F. W. DeVoe, Assistant Attorney General, was present with Right of Way Engineer Meeker, on the matter of property on Camden Extension Entrance Road, owned by Edward S. Miller and involving several condemnations. On motion, duly seconded, a hearing was granted. Mr. DeVoe advised that he had received information from Mr. Miller to the effect that he was willing to accept the appraised prices offered by the State for his property if the Commission would abandon the proposed scheme for a parkway at the intersection of Penn and Linden Streets and grant to him a very small strip of property at this junction. Mr. DeVoe also stated that if the State would accept this proposition it would be of material aid in the condemnation of property, since it would fix a rate of market value. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission authorized the Right of Way Engineer to negotiate for the purchase of properties from Mr. Miller at the appraised prices, leaving an extended piece of land place of a parkway at the junction of Penn and Linden Streets.

Right of Way, Route #9

Mr. DeVoe also brought before the Commission the matter of condemnation proceedings under way for the property of Joseph Aflerbach on Route #9 at Cranford. He informed the Commission that the owner had agreed to convey this property to the State in 1921 for a consideration of $16,000.00, but that the price was considered exorbitant and condemnation proceedings were entered into. Since this time, however, the property has increased in value and he inquired for further information as to the procedure to be followed.

Commissioner Stewart stated that he believed that the Commission should undertake, by writ of specific performance, to compel the owners tp convey under their agreement.

Following further discussion, Commissioner Kidde moved that Mr. DeVoe be instructed that the State Highway Commission will not pay more than the contract price of $18,000.00 for the property required, and whatever suit is necessary to compel specific performance, be instituted, in order to insure the property to the State at this price. This was seconded by Mr. Stewart and adopted.

Right of Way, Route #4

Mr. DeVoe also presented to the Commission a communication on the matter of the disposition of the property of the Jersey Central Realty Company and John J. Korb on Route #4 at the Morgan Grade Crossing Elimination. He advised that the owners had divided this on the basis of $2,000.00 to the Jersey Central Realty Company and $500.00 to John J. Korb, and he recommended that the Commission approve this payment together with interest to the respective parties, from June 9, 1924, to October 9, 1925, at six percent. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved a settlement in the above propositions as recommended by the Assistant Attorney General.

Route #18, North. Bergen Tpk.

The Secretary presented a communication from J. F, O'Neil, County Supervisor of Hudson County, forwarding a resolution as adopted by the Board of Freeholders of Hudson County on October 8, 1925, advising that in accordance with verbal agreement between the County Supervisor of Hudson County and the State Highway Commission, concerning the improvement of that section of the Hackensack Plank Road on Bergen Turnpike, running North from the Hudson Boulevard, and the taking over thereof as part of Route #18-North that if said improvement is undertaken, the Board of Freeholders are prepared to improve roadway to a width of forty feet with curb on each side and will pay one-third of the total cost of the said improvement, the State agreeing to pay the remaining two-thirds and take the road over as part of Route #18 after the improvement has been completed.

Following discussion of this matter Commissioner Jelin moved the adoption of the following resolution:

> WHEREAS, by act of the Legislature, there was designated State Highway Route #18 extending from Hoboken to the New York State Line, and
>
> WHEREAS, the Board of Chosen Freeholders of the County of Hudson have, by resolution, agreed to pay one-third of the cost of the improvement of the section of said Route #18, from Hoboken north to the Hudson-Bergen County Line provided the State Highway Commission will agree to take the said portion of said State Highway Route #18 over as a part of the State Highway System,
>
> NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission of the State of New Jersey that the Commission does hereby approve of the proposition as presented by the Board of Freeholders of the County of Hudson and does hereby agree to take over the said portion of Route #18 from Hoboken to the Hudson-Bergen County Line when and after same has been improved, in accordance with the resolution as adopted by the Board of Freeholders of the County of Hudson.

This was seconded by Mr. Stewart and adopted by a vote of three in the affirmative and one in the negative, Commissioner Kidde voting "no" on the resolution.

Commissioner Stewart suggested that the State Highway Engineer prepare plans and estimates of this work at the earliest possible date. He also stated there was need for other important improvements in the northern section of the State and inquired as to what was the status of Route #18 in Bergen County.

State Highway Engineer Sloan explained that at the present time the LeMoine Avenue Extension was being considered on Route #18 and it would be desirable at the completion of this improvement to take over approximately one and one-half miles of Route #18.

Commissioner Jelin stated that he felt that the Commission should keep in mind the fact that it would be desirable to take over this one and one-half mile section immediately upon the finishing of the LeMoine Avenue work on Route #18.

Right of Way, Route #4

The Secretary presented a communication received by Chairman Scott from Eban S. Mathis, property owner along Route #4, just East of Jobes Creek Bridge. He advised that employees of the State Highway Department had come upon his property without getting permission, destroying a number of valuable trees and for what property was taken he had received no compensation. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commission directed that this communication be referred to the State Highway Engineer in order that he might have a Department representative call upon Mr. Mathis and ascertain the situation and give Mr. Mathis such relief as is possible under the circumstances.

Township Aid, Middlesex County

The Secretary presented a resolution received from the Township of Woodbridge, requesting the State Highway Commission to forward to the Township Treasurer their contribution to the repair of King Georges Road between Woodbridge and Fords. Commissioner Kidde inquired as to what voucher would be required from the Township before this payment could be made.

The Secretary advised that this special allotment was made to the Township as aid in the maintenance of all roads forming detours for the construction of Route #4, and for this reason the statement of the Township as to the expenditure made would be sufficient to pass the voucher.

Commissioner Jelin reported that he had knowledge to the effect that the Township had spent a sum greater than the amount appropriated by the State, and Commissioner Kidde therefore moved that the resolution be presented to the State Highway Engineer for final disposition. This was seconded by Mr. Jelin and adopted.

Right of Way, Route #1 Extension

The Secretary presented a communication from Mr. Charles A. Wood of 330 Hoboken Avenue, Jersey City, inquiring as to the reason for the fact that settlement has been made with other property owners in that locality while he has not been given a satisfactory offer. On motion by Mr. Jelin, seconded by Mr. Kidde, the Commissioner directed that the communication be acknowledged and referred to the Jersey City Office for investigation and report.

Route #3, White Horse Pike Widening

The Secretary presented a petition from property owners along the White Horse Pike in Egg Harbor City, urging the Commission to widen the highway through the city to forty feet in width. The State Highway Engineer advised that this would involve a considerable amount of property damage. Commissioner Kidde moved that the property owners of Egg Harbor City be advised that the Engineering Department will prepare an estimate of cost of extra widening, and if the property woners will secure the additional right of way, the Commission will be very glad to consider their request for extra width of pavement. This was seconded by Mr. Jelin and adopted.

Commendations

The Secretary presented a communication from the Board of Public Utility Commissioners, transmitting a letter from Isaac Kotler of Westville, New Jersey, approving of the action of the State Highway Commission in favoring a line for Route #6 between Brooklawn and Westville to the West side of the railroad. On motion by Mr. Kidde seconded by Mr. Jelin, the communication was ordered filed with thanks.

Route #6, Realignment

The Secretary presented a resolution from the Township Committee of Deptford Township, making request that in the proposed realignment of Route #6 through the Township, the Commission should not abandon the section of Route #6 as at present laid out in the Township. On motion by Mr. Jelin, seconded by Mr. Stewart, this resolution was ordered received and placed on file.

Detours, Route #4

The Secretary presented a communication received from Leo Goldberger of Perth Amboy, with further reference to the detour established for Route #4. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission ordered this communication received and placed on file.

Commendation

The Secretary presented a communication from the Borough Council of Tuckerton, New Jersey, expressing appreciation for the "beautiful and substantial concrete highway", that has been constructed through the Borough. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission this communication acknowledged with thanks.

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Rights of Way, Routes #4 and #1 Extension

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the following payments for appraisals on State Highway property:

Lewis Adler,	Route #1 Extension, Jersey City.	$ 460.00
C. A. Burhorn,	Route #1 Extension, Jersey City.	25.00
John W. Keough,	Route #4, Section #34.	50.00
Alexander Balint, Jr.	Abstracts of Title Route #4, Parcel #6	53.64
	" #7	68.64

On motion by Mr. Kidde, seconded by Mr. Jelin, the meeting was recessed for lunch at 1:30 P. M., to meet again at 2:30 P. M. The regular meeting was resumed at 2:30 P. M., with the same members present as at the mornign session.

The Schedule of Business was next taken up for consideration, item by item as follows, with the recommendations of the State Highway Engineer:

Route #4, Section #34

The State Highway Engineer presented to the Commission the following bids received for the construction of Route #4, Section #34, Keyport Cut-Off, and recommended award to the Jannarone Contracting Company, the lowest bidder in the sum of $111,916.21:

Jannarone Cont. Co.	$ 111,916.21
S. S. Thompson subject to deduction of 6¢ per yard on excavation or a total of $1,907.34.	124,981.27
J. F. Chapman & Son subject to a deduction of 10¢ per yard on excavation or a total of $3,178.90.	133,611.72
Interstate Engineering & Const. Co.	134,492.45
Decker & Canning, Inc. subject to a deduction of 11½¢ per yard, on excavation or a total of $3,655.74.	136,063.60
Micheal Staub subject to a deduction of 15¢ per yd. on excavation or a total of $4,768.35.	138,432.82
Weldon Contracting Co.	139,112.79
John F. McGreevey	139,811.30
Union Paving Company	142,089.20
William Eisenberg	144,213.63

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission unanimously adopted the following resolution:

RESOLVED, that the State Highway Commission does hereby make award of contract for the construction of Route #4, Section #34, Keyport Cut-Off, to the Jannarone Contracting Company at their low bid of $111,916.21, and

BE IT FURTHER RESOLVED, that the Chairman is authorized to sign the necessary contracts after approval by the State Highway Engineer.

October 20, 1925

Route #4, Section #29

State Highway Engineer Sloan reported the completion of Route #4, Section #29, Barnegat-Manahawken Section, by the Union Paving Company, Commissioner Stewart reported having inspected this work and moved its acceptance on the part of the State. This was seconded by Mr. Jelin and adopted.

Bridges, Route #15,
M. P. 44.0 & 24.7.

The State Highway Engineer reported the completion of the Nummytown and the West Creek Bridges at M. P. 44.0 and 24.7 on Route #15, and recommended final inspection. On motion by Mr. Stewart, seconded by Mr. Jelin, these bridges were referred to Chairman Scott for final inspection prior to acceptance.

Rights of Way, Connecting Road,
Camden and Routes #3, #4, and #14

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the purchase of the following parcels of property:

Parcel		Consideration
	Camden Extension Connecting Road, Sec. #1	
137	Leon H. Harriton, et ux	$ 1,500.00
	Camden Extension Connecting Road, Sec. #2	
143	Richard H. Todd & Wife	1,000.00
155	John F. Patterson, Widower	200.00
	Route #3, Section #12, Egg Habor-Hammonton	
47	Emil Ankermiller, Widower	15.75
57	D. George Hinkle	1.00
216	Charles Bogie	3.75
301	Antonio Tomasello - plus the construction of a cross-drain across the highway.	1.00
302	Frank Tomasello, single	1.00
304	Chas. S. & William J. Slack	50.00
	Route #4, Section #32, Rahway-Perth Amboy	
9	Enrico Migliore,	65.34
	Route #4, Section #34, Keyport Cut-off	
7	Maurice S. Rothbart estate	855.00
31	Lottie K, Harris	62.50
33	Simon Keoskie, Single	500.00
	Route #14, Section #9, Ocean View-Seaville	
64	Benjamin Taylor,	75.00
71	Rebecca Biggs	40.75
77	Eugene C. Cole	39.00

Right of Way, Ringoes-Flemington

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of a bill of $100.00 to the County Treasurer of Hunterdon County for the purchase of right of way from Rebecca Johnson for the Ringoes-Flemington Road, (South Extension).

October 20, 1925

Rights of Way, Connecting Road,
Section #2, Camden

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $8,800.00 be made to C. A, Reed for Parcel 107 on Camden Extension Connecting Road, Section #2, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway, Connecting Road, Section 2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #107

Beginning at the Northeast corner of Myrtle Avenue and 41st St., said corner being thirty-five and ninety-five hundredths (35.95) feet westerly and normal to the proposed center line Station 65+28.54, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Divisions, Connecting Road, Property to be acquired from Clarence A. Reed, City of Camden, Scale 1" equals 50' equals 50', July, 1925," and running:

Thence (1) along the easterly line of 41st Street North ten minutes West (N0°-10'W), thirty-eight and six hundredths (38.60) feet to the dividing line between the land of grantor and lot belonging to Joseph Goetz; Thence (2) along said dividing line North eighty-nine degrees, fifty minutes, East (N89°-50'E) one hundred (100) feet to the rear lot line between the land of the grantor and Joseph Goetz; Thence (3) along said rear lot line South ten minutes East (S0°-10'E) forty-five and sixty-five hundredths (45.65) feet to the northerly line of Myrtle Avenue; Thence (4) along said northerly line of Myrtle, North eighty-six degrees, eight minutes West (N86°-08'W), one hundred and twenty-five hundredths (100.25) feet to the place of beginning; CONTAINING 4,213 sq. feet, be the same more or less.

INTENDING TO CONVEY all the land contained in lot now owned or controlled by the grantor.

TOGETHER WITH THE right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

IT IS HEREBY UNDERSTOOD AND AGREED that the grantor will remove or cause to be removed all buildings from within the limits of the right of way hereinabove described and that the cash consideration hereinabove agreed to is to be considered by both parties as payment in full to the grantor, his heirs, lessees, or anyone acting in his or their behalf, of all claims for damages of whatever nature resulting directly or indirectly from the construction and improvement of the road.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $8,800.00 to the owner or owners of said land and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediatly acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

October 20, 1925

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation by the State Highway Engineer, directed that an offer of $1,200.00 be made to William F. Fleming and Wife for Parcel 108 on Camden Extension Connecting Road, Section #2, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route Connecting Road, Section #2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #108

Beginning at the intersection of the rear lot line of the first two lots on the easterly side of 41st Street running northerly from Myrtle Avenue and the dividing line between the lands of grantor on the West and the lot belonging to Willard Martz on the North, said place of beginning North eighty-nine degrees, fifty minutes, East (N89°-50'E) one hundred (100) feet from a point in the easterly line of 41st Street, said last mentioned point being North ten minutes West (N 0°-10'W) seventy-eight and sixty hundredths (78.60) feet along the easterly line of 41st Street from the northeast corner of Myrtle Avenue and 41st Street, said place of beginning also being thirty-two and fifty-one hundredths (32.51) feet easterly and normal to proposed center line **Station 66+35.74**, as shown on a plan hereto attached entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from William J. Flemming, City of Camden, Scale 1"-50', July 1925", and running;

Thence (1) along said rear lot line parallel to 41st Street South ten minutes East (S 0°-10'E) forty (40) feet to the dividing line between the land of grantor and Clarence A. Reed; Thence (2) along said dividing line South eighty-nine degrees, fifty minutes West (S89°-50'W) one hundred (100) feet to the easterly line of 41st Street; Thence (3) along said easterly line of 41st Street North ten minutes West, N 0°-10'W) forty (40) feet to the dividing line between lands of grantor and Williard Martz; Thence (4) along said dividing line North eighty-nine degrees, fifty minutes East (N89°-50'E) one hundred (100) feet to the place of beginning

CONTAINING four thousand (4,000) sq. feet, be the same more or less;

INTENDING TO CONVEY all that land contained in lot now owned or controlled by the grantor.

TOGETHER WITH the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such a period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,200.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediatley acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $1,131.00 be made to George Daniels for Parcel 137 on Camden Extension Connecting Road, Section #2, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Connecting Road, Section #2, ALL that certain Lot, tract or parcel of land and premises situate, lying and being in the State of New Jersey, and more particularly described as follows:

Parcel #137

Beginning at a corner of land of grantor and lands now of formerly of Thomas J. Shay in the line of lands now or formerly of Charles & Louise Burgert, said corner being distant sixteen and one-tenth (16.10) feet northwesterly from the center line of State Highway Connecting Road Section #2 at Station 78+71.49 as shown on a plan of Parcel #137 hereto attached, entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Horace H. Fritz, Trustee, Pensauken Township, Scale 1"=50', July, 1925."; and running;

Thence (1) along the dividing line between land of grantor herein on the southwest and lands now or formerly of Charles & Louise Burgert on the northeast, South thirty-two degrees, twenty-one minutes and forty seconds East (S32°-21'-40"E), a distance of forty (40) feet to a corner of lands of grantor and lands now or formerly of Edward F. & Almeda Sutton in the line of lands now or formerly of Charles & Louise Burgert; Thence (2) along the dividing line of lands of grantor herein on the northwest and lands now or formerly of Edward F. & Almeda Sutton on the southeast, South fifty-seven degrees, thirty-eight minutes and twenty seconds West (S57°-38'-20"W) a distance of one hundred twenty-five(125) feet to a point in the northeasterly side line of 42nd Street; Thence (3) along said side line of 42nd Street, North thirty-two degrees twenty-one minutes and forty seconds West (N32°-21'-40"W), a distance of five and twenty-five one-hundredths (5,25) feet to a point in the proposed northwesterly side line of said State Highway Connecting Road; Thence (4) along said right-of-way line, parallel to and distant forty(40) feet from the proposed center line of said Connecting Road, North thirty-one degrees, twenty-nine minutes and twenty seconds East (N31°-29'-20"E), a distance of seventy-eight one-hundredths (78.85) feet to a point in the dividing line between lands of grantor herein on the southwest and lands now or formerly of Thomas J. Shay on the northwest; Thence (5) along said dividing line, North fifty-seven degrees, thirty-eight minutes and twenty seconds East (N57°-38'-20"E), a distance of fifty-four and twenty-two one-hundredths (54.22) feet to the point and place of beginning;

CONTAINING thirty-seven hundred seventy (3770) sq. feet, be the same more or less;

INTENDING TO CONVEY all that land now owned or controlled by the party of the first part that lies between the proposed right-of-way lines said State Highway Connecting Road, distant forty(40) feet each side of the proposed center line, extending from 42nd Street on the southwest to lands now or formerly of Charles & Louise Burgert on the northeast;

TOGETHER WITH THE right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $1,131.00 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediatley acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said land and premises.

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On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission on recommendation by the State Highway Engineer, directed that an offer of $639.40 be made to Henry A. Gilbert for Parcel #150 on Camden Extension Connecting Road, Section #2 and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution;

> RESOLVED, that this Commission hereby determines to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Route Connecting Road, Section #2, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows;

Parcel #150

BEGINNING at a point formed by the intersection of the northeasterly side line of Poplar Street with the southeasterly side line of Williams Street, said point being distant forty-five and sixty-seven one-hundredths (45.67) feet northwesterly from the proposed center line of State Highway Connecting Road Section #2, at Station 85+-02.89 as shown on a plan herein attached, entitled "New Jersey State Highway Department, Camden Extension Division, Connecting Road, property to be acquired from Henry A. Gilbert, Pensauken Township, Scale 1"=50', July, 1925"; and running;

Thence (1) along said southeasterly side line of Williams Street, North forty-nine degrees, forty minutes and forty seconds East (N49°-40'-40"E), a distance of one hundred and fifty-nine one-hundredths (100.59) feet to a point in the dividing line between lands of grantor herein on the southwest and lands now or formerly of Elizabeth Candidys on the northeast; Thence (2) along said dividing line, South Thirty-two degrees, fifth-three minutes and thirty seconds East (S32°-53'-30"E), a distance of thirty- eight and fifty-five one-hundredths (38.55) feet to a corner of lands of grantor and lands now or formerly of Edward S. Miller on the line of lands of Elizabeth Candidys; Thence (3) along the dividing line between lands of grantor on the North and lands now or formerly of Edward S. Miller on the South, South fifty-seven degrees, six minutes and thirty seconds West (S57°-06'-30"W) a distance of ninety-nine and seventy-five one-hundredths (99.75) feet to a point in the northeasterly side line of Poplar Street; Thence (4) along said side line of Poplar Street, North thirty-two degrees, fifty-three minutes and thirty seconds West (N32°-53'-30"W), a distance of twenty-five and fifty-four one-hundredths (25.54) feet to the point and place of beginning;

CONTAINING thirty-one hundred ninety-seven (3197) sq. feet, be the same more or less;

Intending to convey all that land now owned or controlled by the party of the first part that lies between Williams Street and the southeasterly right-of-way line of the State Highway Connecting Road, distant forty(40) feet radially from the proposed center line of said road, extending from Popular Street on the West to lands now or formerly of Elizabeth Candidys on the East;

TOGETHER with the right to form and maintain slopes over adjacent lands of grantor, said rights of maintenance to remain in effect only for such period as may be necessary on account of the variation of the level of the adjacent lands from the level of said highway;

The State Highway Engineer is hereby authorized and directed on behalf of this Commission, to make an offer of the sum of $639.40 to the owner or owners of said lands and premises for the conveyance of the same to the State of New Jersey free and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediatley acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Route #4

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $152.46 be made to Eugene Christian for Parcel #4 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $76.23 be made to Albert Manita for Parcel #6 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $65.34 be made to John Esposito for Parcel #8 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $108.90 be made to Emilio Massaglia for Parcel #14 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $65.34 be made to Girardo Ciccaridla for Parcel #16 on Route #4, Section #32, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed than an offer of $65.34 be made to Dorsa Realty Co., et al, for Parcel #17 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $130.68 by made to Pietro Maridon for Parcel #18 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $141.57 be made to Guiseppe Allegrina for Parcel #19 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceeding be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer directed that an offer of $141.57 be made to Antonina Carille for Parcel #20, on Route #4, Section #32, Perth Amboy-Rahway, and in the event of its being refused that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $152.50 be made to Raffaele Magnotti for Parcel #21 on Route #4, Section #32, Perth Amboy-Rahway, and in the event of refusal that condemnation proceedings be instituted.

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $21.60 be made to Paul Vitolo for Parcel #33, on Route #4, Section #32, Perth Amboy-Rahway, and in the event of refusal that condemnation proceedings be instituted.

Right of Way, Connecting Road,
Section #4, Camden

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission, on recommendation of the State Highway Engineer, directed that an offer of $1,500.00 be made to Emil Zbikowski for Parcel #15 on Camden Extension Connecting Road, Section #4, and in the event of its being refused that condemnation proceedings be instituted in accordance with the following resolution:

RESOLVED, that this Commission hereby determins to acquire in the name of the State of New Jersey, for public use in the construction of State Highway Connecting Road, Section #4, ALL that certain Lot, tract or parcel of land and premises, situate, lying and being in the State of New Jersey, and more particularly described as follows:

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Parcel #15

Beginning at the intersection of the southerly line of Eldridge Avenue and the easterly line of Lot #5, Block "J" shown on a plan of lots of the West Collingswood Improvement Company, Haddon Township, Camden County, New Jersey, dated June, 1921 said intersection being distant fifty (50) feet westerly from the southwest corner of Calvert and Eldridge Avenues, also being distant eight and seventy-four hundredths (8.74) feet West of the center line Station 108+12.69, as shown on a plan hereto attached entitled, "New Jersey State Highway Department, Camden Extension Division, Connecting Road, Property to be acquired from Emil Zbikowski, Haddon Township, Scale 1" equals 50', March 1925", and running;

Thence (1) along said easterly line of lot #5, Block "J" parallel to Calvert Avenue, South twenty-four degress, thirteen minutes East (S24°-13"E) one hundred twenty-five and twenty-four hundredths (125.24) feet to the dividing line between land of grantor and Leon S. and Sarah Dudvoir; Thence (2) along said dividing line parallel to Eldridge Avenue, South sixty-five degrees, forty-seven munutes West (S65°-47'W), fifty (50) feet to the dividing line between lands of grantor and Stefan Wasilewski et ux; Thence (3) along said dividing line parallel to Calvert Avenue, North twenty-four degrees, thirteen minutes West (N24°-13'W), one hundred twenty-five and twenty-four hundredths (125.24) feet to the southerly line of Eldridge Avenue; Thence (4) along said southerly line of Eldridge Avenue North sixty-five degrees, forty-seven minutes East (N65°-47'E), fifty (50) feet to the place of beginning.

CONTAINING six thousand two hundred sixty-two (6262) square feet, be the same more or less.

The State Highway Engineer is hereby authorized and directed on behalf of this Commission to make an offer of the sum of $1,500.00 to the owner or owners of said lands and premises for the confeyance of the same to the State of New Jersey and clear of all encumbrances, and, upon the failure of such owner or owners to accept such offer, or if for any other reason said lands and premises cannot be immediately acquired by agreement with such owner or owners, then the Attorney General of the State of New Jersey is hereby authorized and directed to institute condemnation proceedings for the acquisition of said lands and premises.

Right of Way, Connecting Road,
Section #4, Camden.

The State Highway Engineer presented to the Commission a report of Right of Way Engineer Meeker of comparative values of property at the location of the Anna M. Garrigues at 315 Sloan Avenue in Collingswood on Camden Extension Connecting Road, Section #4, in which it was shown that the complaint registered by Mr. Luckenbach before the Commission several weeks ago in behalf of Mr.s Garrigues, was not well founded. Commissioner Kidde suggested that another effort be made to settle the Garrigues claim by offering them permission to salvage what they can from the old house, in addition to giving them the $8,600.00. He therefore moved that further negotiations be conducted in accordance with his suggestion and in the event the same could not be acquired, that condemnation proceedings be instituted. This was seconded by Mr. Jelin and adopted.

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Entrance Road, Camden

The State Highway Engineer presented to the Commission the formal agreements to be entered into with Harrington, Howard and Ash for the furnishing of engineering services and field inspection for a double-leaf deck trunnion bascule bridge over Cooper River on Camden Extension Entrance Road. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that this agreement be executed by the Chairman on behalf of the Commission.

Right of Way, Route #4.

The State Highway Engineer presented to the Commission a report by the Right of Way Department concerning a further conference held with Frank R. Valentine, President of the M. D. Valentine & Brother Company, on which land property is needed for Route #r, Section #33. At this conference Mr. Valentine had informed the representative of the Commission that he was ready to accept the sum of $5,000.00 for the necessary right of way, plus a thirty-five foot strip of land adjoining the westerly side of the new right of way line, since this would be lost to him by reason of the fact that his company would unable to mine to a point closer than thirty-five feet.

The State Highway Engineer explained that on a basis of property purchased in this locality, an offer of $1,000.00 had been made to Mr. Valentine, and the Commission had already authorized condemnation proceedings to be instituted, and he recommended that these be continued. On motion by Mr. Jelin, seconded by Mr. Kidde, the State Highway Commission approved the recommendation of the State Highway Engineer.

Entrance Road, Camden

The State Highway Engineer presented to the Commission a tabulation of bids as received by the Pennsylvania Railroad Company for excavation and masonry in connection with the new undercrossing of their tracks at the Entrance Road in the City of Camden. He also advised that there was a question raised by the McLean Contracting Company as to whether they would be permitted to use the excavated material for borrow fill in their work, and they had made a proposition that if permission was given for them to make their borrow fill from the excavation, they would dispose of all the excavated material upon the shoulders of their work and properly compact the same for the department free of charge.

Commissioner Jelin stated that he believed the McLean Contracting Company was receiving a benefit from the use of this excavation and therefore should make an allowance on their borrow price for the work.

Commissioner Kidde suggested that the McLean Contracting Company be notified that if they make use of the excavated materials on the railroad job, the State will look to them for a reduction in their contract price. Following further discussion, Commissioner Jelin moved that the Commission approve the award of contract by the Railroad Company to C. J. Foley for excavation and masonary on the undercrossing of their tracks on the Entrance Road, Camden, and the State Highway Engineer be instructed to arrange for a proper adjustment in the price of borrow on the McLean Contracting Company's work on the Entrance Road Camden, if the materials of the Foley Contracting Company are used on their borrow fill. This was seconded by Mr. Kidde and adopted.

Request for Permit

The State Highway Engineer presented a report from the Maintenance Superintendent on a request made by the Junior Chamber of Commerce of New Brunswick, asking permission to place an electric sign either on the draw or above the draw span on the Albany Street Bridge, New Brunswick: this sign to read "This is New Brunswick." Superintendent of Maintenance Muir reported that permission to erect such a sign would by creating a very bad precedent and he recommended that the request be denied. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the report of Superintendent Muir be forwarded to the Junior Chamber of Commerce of New Brunswick with the regret of the Commission that it is necessary to deny their request as made.

Absecon Boulevard, Atlantic Co.

State Highway Engineer Sloan presented to the Commission a resolution from the Atlantic County Board of Freeholders, advising that they were ready to remit the penalties applied against the contractor for the reconstruction of the Absecon Boulveard, because of that fact that the work was turned over to public traffic prior to its final completion, it being understood that the extra cost of inspection, due to delays, will not be remitted. The State Highway Engineer reported that he had recommended approval by the Commission of the remission of these penalties in accordance with the recommendation of Atlantic County, due to the fact that the road was opened prior to its final completion and he also recommended that any extra inspection charges occasioned on the work should be deducted and remitted to the State, same to be based on the average daily cost obtaining on the delay in the work occuring; namely, when the gravel fill was being placed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the action of the Atlantic County Board of Freeholders in authorizing remission of penalties for delays occasioned in the work on the Absecon Boulevard, and further directed that a bill be forwarded to the County, representing the actual cost of the extra inspection incurred, which the County shall collect and reimburse the State.

On motion by Mr. Kidde, seconded by Mr. Stewart, Commissioner Jelin was directed to make final inspection of the Absecon Boulevard in Atlantic County.

In this connection Commissioner Stewart advised that he had received numerous complaints from the members of the Kiwanis Club in Atlantic City as to the heavy trucks and busses which are passing over this road and causing the asphalt pavement to become rutted.

Conventions, American Association of State Highway Officials

The State Highway Engineer reported to the Commission that the American Association of State Highway Officials will hold a meeting at Detroit, November 18th to 21st inclusive, and he requested a decision as to whether the Commission was willing to have a representation from the State Highway Department to attend this conference. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that these members of the Commission who can find it convenient to attend, be designated as delegates to this convention, together with the State Highway Engineer and such others as he may recommend to the Commission.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following addition, changes and increases

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Commissioner Jelin stated that he believed the McLean Contracting Company was receiving a benefit from the use of this excavation and therefore should make an allowance on their borrow price for the work.

Commissioner Kidde suggested that the McLean Contracting Company be notified that if they make use of the excavated materials on the railroad job, the State will look to them for a reduction in their contract price. Following further discussion, Commissioner Jelin moved that the Commission approve the award of contract by the Railroad Company to C. J. Foley for excavation and masonary on the undercrossing of their tracks on the Entrance Road, Camden, and the State Highway Engineer be instructed to arrange for a proper adjustment in the price of borrow on the McLean Contracting Company's work on the Entrance Road Camden, if the materials of the Foley Contracting Company are used on their borrow fill. This was seconded by Mr. Kidde and adopted.

Request for Permit

The State Highway Engineer presented a report from the Maintenance Superintendent on a request made by the Junior Chamber of Commerce of New Brunswick, asking permission to place an electric sign either on the draw or above the draw span on the Albany Street Bridge, New Brunswick: this sign to read "This is New Brunswick." Superintendent of Maintenance Muir reported that permission to erect such a sign would by creating a very bad precedent and he recommended that the request be denied. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that the report of Superintendent Muir be forwarded to the Junior Chamber of Commerce of New Brunswick with the regret of the Commission that it is necessary to deny their request as made.

Absecon Boulevard, Atlantic Co.

State Highway Engineer Sloan presented to the Commission a resolution from the Atlantic County Board of Freeholders, advising that they were ready to remit the penalties applied against the contractor for the reconstruction of the Absecon Boulveard, because of that fact that the work was turned over to public traffic prior to its final conpletion, it being understood that the extra cost of inspection, due to delays, will not be remitted. The State Highway Engineer reported that he had recommended approval by the Commission of the remission of these penalties in accordance with the recommendation of Atlantic County, due to the fact that the road was opened prior to its final completion and he also recommended that any extra inspection charges occasioned on the work should be deducted and remitted to the State, same to be based on the average daily cost obtaining on the delay in the work occuring; namely, when the gravel fill was being placed. On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved of the action of the Atlantic County Board of Freeholders in authorizing remission of penalties for delays occasioned in the work on the Absecon Boulevard, and further directed that a bill be forwarded to the County, representing the actual cost of the extra inspection incurred, which the County shall collect and reimburse the State.

On motion by Mr. Kidde, seconded by Mr. Stewart, Commissioner Jelin was directed to make final inspection of the Absecon Boulevard in Atlantic County.

In this connection Commissioner Stewart advised that he had received numerous complaints from the members of the Kiwanis Club in Atlantic City as to the heavy trucks and busses which are passing over this road and causing the asphalt pavement to become rutted.

Conventions, American Association of State Highway Officials

The State Highway Engineer reported to the Commission that the American Association of State Highway Officials will hold a meeting at Detroit, November 16th to 21st inclusive, and he requested a decision as to whether the Commission was willing to have a representation from the State Highway Department to attend this conference. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission directed that these members of the Commission who can find it convenient to attend, be designated as delegates to this convention, together with the State Highway Engineer and such others as he may recommend to the Commission.

Employments

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved the following addition, changes and increases as made by the State Highway Engineer in the employments since the last meeting of the Commission:

Employed

10/9/25	Carl F. Neustadt,	Junior Inspector,	$125.00 pr. mo.
10/14/25	Albert C. Carter,	Garage Assistant,	.40 " hr.
10/8/25	Angelo Schaz,	Motor Truck Driver,	.45 " "
9/21/25	Tony Lalena,	" " "	.45 " "
9/21/25	James Sarese,	" " "	.45 " "
9/21/25	Frank Roscetti,	" " "	.45 " "
9/21/25	Wm. Crescenzo,	" " "	.45 " "
9/21/25	Joseph DeMarinn,	" " "	.45 " "

Discontinued Employments

10/15/25	Thomas A. Mackenzie,	Junior Inspector,	Resigned.

Increase

10/16/25	L. K. Shellenberger,	Des. Bridges & Struc.	$325.00 pr. mo. to 360.00 " "

Township Aid, Cumberland, Gloucester and Salem Counties

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway Commission approved the following Township Aid Force Account Agreements:

Township	Road	County
Lawrence	Sayres-Neck Bowers Creek Road	Cumberland
Franklin	Swedesboro-Franklinville Road	Gloucester
Pittsgrove	Garden Road	Salem
"	Centreton-Palatine Road	"

Township Aid, Sussex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of a payment to Sussex County of $1,593.69 on account of the improvement of the Montague-Port Jervis Road in Montague Township, in the year 1921, which amount has been held out by the State due to a claim for equipment furnished the contractor on that work. This contractor has since gone into the hands of receivers and the Attorney General's Department advises that the State Highway Commission cannot hold up this account, which must go for the benefit of the creditors on the contract.

Township Aid, Atlantic County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved of the insertion of the following items in the price agreement priviously approved for the Pleasant Mills-Weekstown Road, Mullica Township, Atlantic County: Gravel Pit Foreman, forty-five cents per hour, and tractor including operator, fuel, lubricants, etc., at $2.00 per hour.

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Clinton Avenue, Motor Vehicle Aid, Essex County

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission directed that the final inspection of Clinton Avenue in Essex County by referred to Commissioner Kidde.

Ross' Corner Road, Motor Vehicle Aid, Sussex County.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission referred the final inspection on the Ross' Corner-Sussex Road, Section #1-B, Sussex County, to Commissioner Kidde.

Cape May Point Boulevard, Motor Vehicle Aid, Cape May Co.

On motion by Mr. Stewart, seconded by Mr. Kidde, the State Highway Commission approved of a resolution of the Cape May County Board of Freeholders in extending time of completion on the Cape May Point Boulevard from August 20 to September 30, 1925, due to the fact that the road was open to traffic before the date set for completion.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission directed that the final inspection of the Cape May Point Boulevard be referred to Chairman Scott.

Central Avenue, Hammonton. Motor Vehicle Aid, Atlantic Co.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of the completed work on Central Avenue, Hammonton, Atlantic County, Motor Vehicle Aid.

Prospect Avenue, Motor Vehicle Aid, Essex County

On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the action of the Essex County Board of Freeholders in extending the time of completion of Prospect Ave., Essex County, Motor Vehicle Aid work for twenty additional days, this time being extended on account of extra work authorized beyond the provisions of the original contract.

Maintenance-Essex County

The State Highway Engineer presented to the Commission a revised Road Maintenance and Betterment Schedule for Essex County in accordance with his recommendation to the County. On motion by Mr. Kidde, seconded by Mr. Stewart, the State Highway Commission approved the revised Road Maintenance and Betterment Schedule for Essex County for 1925.

Maintenance Materials, Atlantic County

The State Highway Engineer presented to the Commission a report of bids received by Atlantic County for the application of 84,000 gallons of lignin binder for use on Atlantic County maintenance work. He called attention to the fact that the specifications for the lignin binder were not submitted to the Commission for approval before advertising, but recommended that in view of the lateness of the season, the specifications be approved at this time and award of contract by the County to Edward Lantz be approved in a total amount of $10,416.00; and he further recommended that the Secretary advise the Board of Freeholders of Atlantic County that all State Aid specifications should be submitted to the State Highway Commission for approval before advertising. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized award of contract by Atlantic County for 84,000 gallons of lignin binder.

Crestmoor Bridge, Hunterdon County, Motor Vehicle Aid.

Commissioner Stewart reported that he expected to make inspection of Crestmoor Bridge in Hunterdon County and East Front Street, Plainfield in Union County, the next day, and he moved that the Crestmoor Bridge be accepted subject to his report of final inspection. This was seconded by Mr. Jelin and adopted.

East Front Street, Plainfield

Commissioner Stewart moved that East Front Street, Plainfield and Scotch Plains in Union County, be accepted subject to his report of final inspection payment is made. This was seconded by Mr. Jelin and adopted.

Hackensack River Bridge, Route #1

Commissioner Kidde reported having inspected the location of the repairs and modifications of the fender system and removal of center pier on the Hackensack River Bridge, Route #1, Lincoln Highway Section, and he moved that final payment be made, less 125% of the uncompleted items of work which cannot be performed at this time. This was seconded by Mr. Jelin and adopted.

Old Hackensack River Bridge, Route #1

Commissioner Kidde reported he had inspected the work as it was progressing upon the reconstruction of the old Hackensack River Bridge on Route #1, Lincoln Highway section, and he had made suggestions to Bridge Engineer Goodkind which the latter said would be carried out, and he commended the Bridge Department very highly for the work being done on this reconstruction, which would give the people of the State the benefit of the structure at a great saving in the cost over a new bridge.

Right of Way, Connecting Road

Commissioner Jelin reported that he had investigated the purchase agreement for the properties of Edward M. Soloman on Camden Extension Connecting Road, known as Parcels 171, 171-A, 173, 162, 165 and 169, and he recommended that this agreement be accepted by the Commission for the price named, namely, $45,000.00. This was seconded by Mr. Stewart and adopted.

Maintenance Materials, State Highway

The State Highway Engineer presented to the Commission a report of bids received by the Commission for the furnishing of 47,000 gallons of asphaltic oil grade HK, and he recommended that award be made to those bidders which are low in the respective zones; namely, 25,900 gallons to Warner Quinlan Company at a total price of $3,599.35, and to the Headley Good Roads Company 21,150 gallons at a total price of $2,929.25. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the acceptance of the following resolution:

> RESOLVED, that the State Highway Commission does hereby approve of award of contract for the furnishings of maintenance materials asphaltic oil grade HK in the following amounts: to Warner-Quinlan Company 25,900 gallons at a total cost of $3,599.35, and to the Headley Good Roads Company 21,150 gallons at a total price of $2,929.25, and
>
> BE IT FURTHER RESOLVED that the Chairman is authorized to sign the necessary contracts on behalf of the Commission.

Trolly Tracks, Route #12

The State Highway Engineer presented to the Commission a report in connection with the trolley track area of the Inter-Urban Traction

Company on Route #12 in the vicinity of Washingtion, New Jersey. He informed the Commission that in May 1925, the Public Utility Commission had granted the petition of this company for the abandonment of their franchise and he recommended to the Commission that inview of the fact that the franchise of this company provided for the reconstruction of the trolley track area similar to existing pavement, the Maintenance Deaprtment be instructed to see that no material is removed which would in any way effect the paving of the highway, and that the Public Utility Commission be notified that the State Highway Commission could not permit the removal of the tracks where the same in any way occupies part of the paved area of the highway, unless arrangements are made with the trolly company for the replacing of the paving. On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved the recommendation of the State Highway Engineer and authorized that negotiations be conducted looking toward the disposition of this matter to the best interests of the State.

Trolley Tracks, Route #5

Commissioner Kidde called attention to the fact that as yet there had been no disposition made of the track situation on Route #5, through Morris Union and Essex Counties, and he suggested that the Secretary write to Mr. Congelton, Chairman of the Committee investigating this situation, to ascertain what developments have taken place and what the status is at the present time.

Right of Way, Route #17

Commissioner Kidde also advised that he had been in conference with a member of the Board of Freeholders of Bergen County and had received information that the County is finding it difficult to acquire the right of way for Route #17 and desires to discuss further the matter of alignment of this road. He suggested that the State Highway Engineer take up the matter with the Board of Freeholders at the earliest opportunity.

On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission authorized Commissioner Kidde and the State Highway Engineer to arrange for a conference with the Bergen County Board of Freeholders in order to further discuss the situation relative to the improvement of Route #17 between Hackensack and Rutherford.

October 20, 1925

Route #4, Keyport Cut-Off

The State Highway Engineer presented to the Commission a report of the situation existing on the Keyport Cut-Off on Route #4, for which road bids were received on October 19th, and he reported that it would be desirable to eliminate a grade crossing existing at the tracks on the Central Railroad of New Jersey. He advised that the estimated cost of this work is $100,000.00 and he recommended that authority be granted to proceed with arrangements for agreement with the railroad company convering the obligation of both parties.

On motion by Mr. Jelin, seconded by Mr. Stewart, the State Highway Commission approved of negotiations being entered into between the State Highway Engineer and the Central Railroad of New Jersey, for the elimination of a grade crossing on the Keyport Cut-Off on Route #4.

Route #7, Jerseyville Grade Crossing

The State Highway Engineer also reported that it was desirable to eliminate a grade crossing on the tracks of the Central Railroad of New Jersey of Route #7 at Jerseyville. He advised that the Railroad Company should construct, at their own expense, the bridge structure including abutments and superstructure, the State to abligate itself for approach fills on either side and to do all the paving necessary, the railroad company to agree to maintain the bridge structure and the State to maintain approach fills and paving. He estimated the total cost of the operation to be $130,000.00, of which the Railroad Company's share was estimated at $55,000.00. On motion by Mr. Stewart, seconded by Mr. Jelin, the State Highway Commission approved of the recommendation of the State Highway Engineer and authorized negotiations to be entered into with the Central Railroad Company of New Jersey, in accordance with the plans suggested.

On motion by Mr. Kidde, seconded by Mr. Jelin, the State Highway meeting adjourned at 5:00 P. M., to meet in regular session again on Tuesday, October 27th, at 10:30 A. M.

Respectfully submitted,

A. LEE GROVER,

Secretary.

Form AD-91 11/13/68

Date 09-01-72 Job No.	**NEW JERSEY DEPARTMENT OF TRANSPORTATION** **CAMERA OPERATOR'S REPORT AND CERTIFICATE**	Reel No. 2 No. Images 1225

Division or Bureau	LIBRARY
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INDEXING DATA

Begins With	JUNE 22, 1923 - SEPT. 11, 1923
Ends With	JULY 9, 1925 - OCTOBER 20, 1925

CERTIFICATION

I hereby certify that the microphotographs appearing in this reel of film are true copies of the original documents described above.

EV

Signature of Camera Operator